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G SOME FELLOWS
R Read an AD and forget.
A Others ship* and benefit.
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Lederer Bros., grain receivers.*
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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

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Palling Grain Co., consignments.
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*Members Grain Dealers National Association.

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Kemper Grain Co., The
Receivers and Shippers

Marshall Hall Grain Co.
Exporters

Norris Grain Co.
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Roahen Grain Co., E. E.
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Try B-B Service on That Consignment

Bruce Bros. Grain Co.
Top Notch Service on Consignments

Craig Grain Co., J. W.
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Harold Grain Co., J. R.
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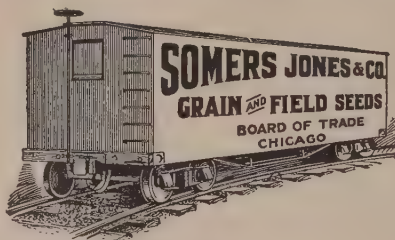
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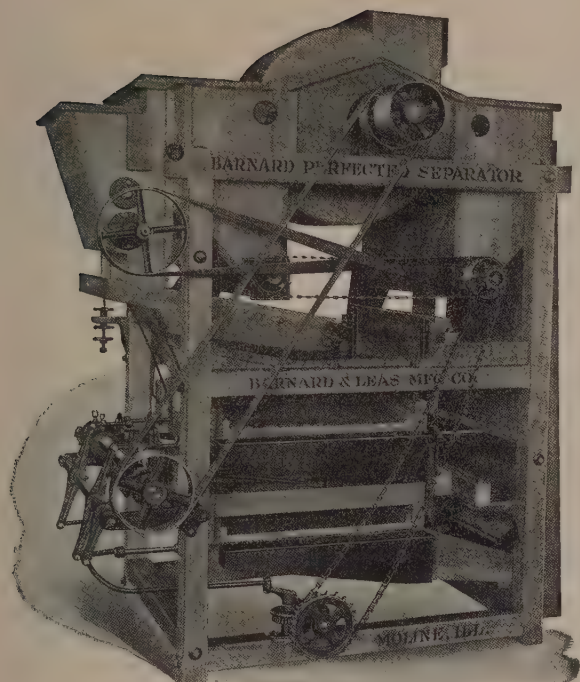
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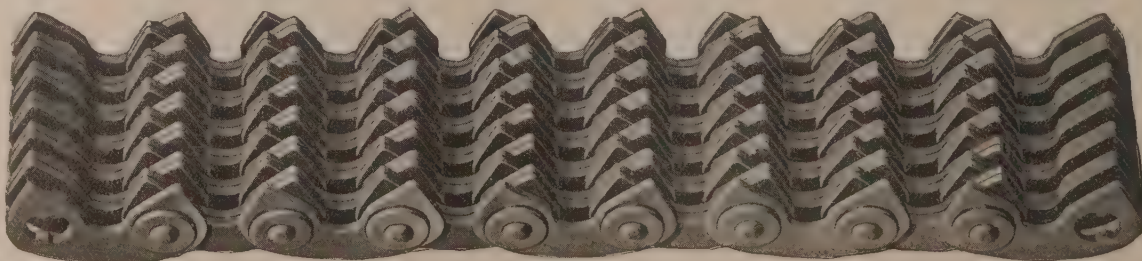
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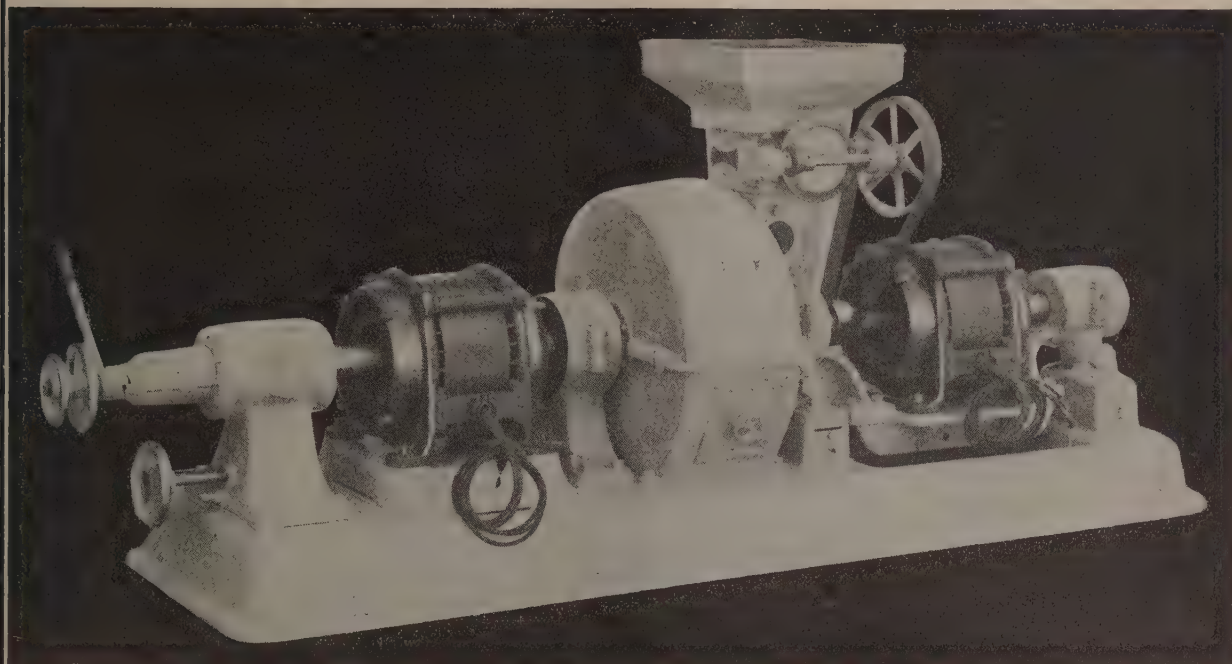
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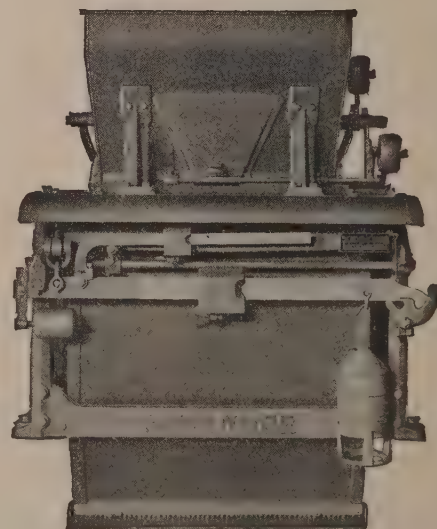
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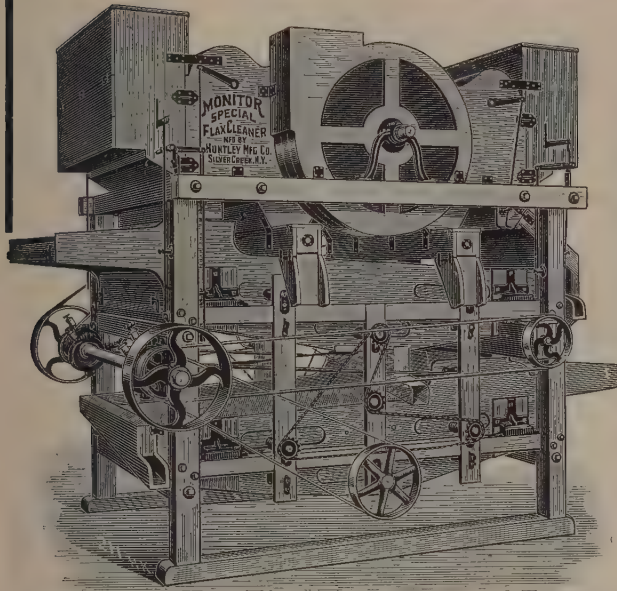


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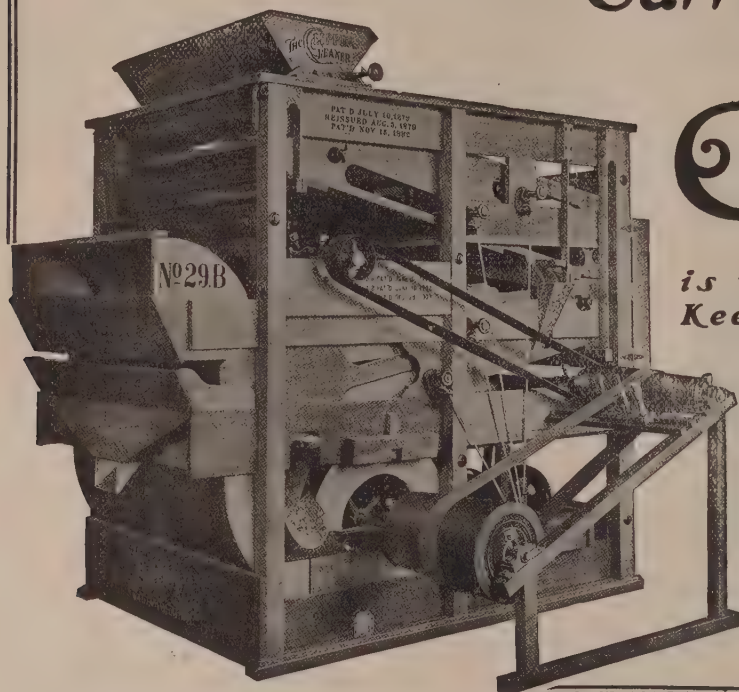
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CLIPPER CLEANER

*is the only device that
Keeps the Screens Clean*

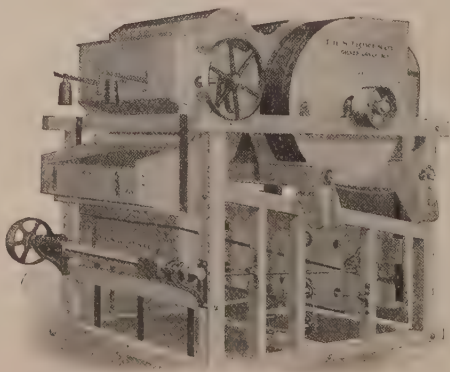
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A. T. FERRELL & CO.
SAGINAW, W. S., MICH.

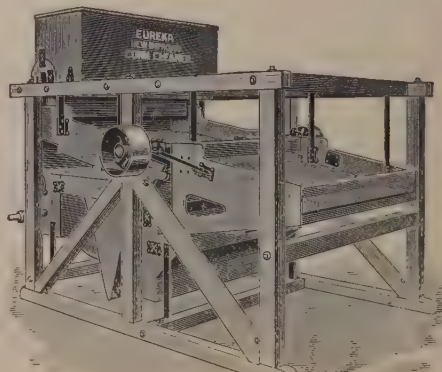
It takes time to do anything well.

It has taken time to develop the organization back of Eureka Grain Cleaners—to gather the necessary experience, skill and judgment, and focus them on one subject—one product.

It has taken time—but has resulted in Eureka quality and a reputation we intend to sustain.



Eureka Compound Drive Elevator Separator.



Eureka Counterbalanced Corn Cleaner.



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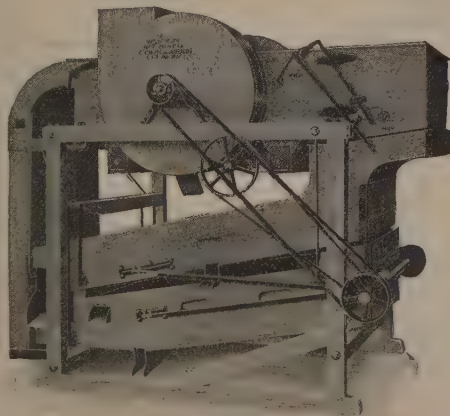
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Although this machine has been on the market for but a few months, it has enjoyed a wide sale. It is installed in country elevators in all sections, and never yet has it failed to give the service for which it was designed, built and sold.

It handles corn and cob as it comes from the sheller; it recleans corn, oats, wheat and other small grains without changing the screens. It embodies features not found in any similar machines, and is without doubt the most popular combination cleaner on the market.

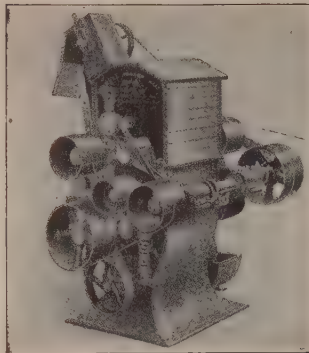
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Grind your by-products into feed. There is much profit to be made in this branch of your business. The "Famous Howell Roller" Feed Mill is the best mill for your purpose because it is light running, uses but little power, and operates continuously with practically no upkeep expense.



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Remember that your demand is created already and your

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Also there is good money in doing custom feed grinding. Write for Catalog E-16.

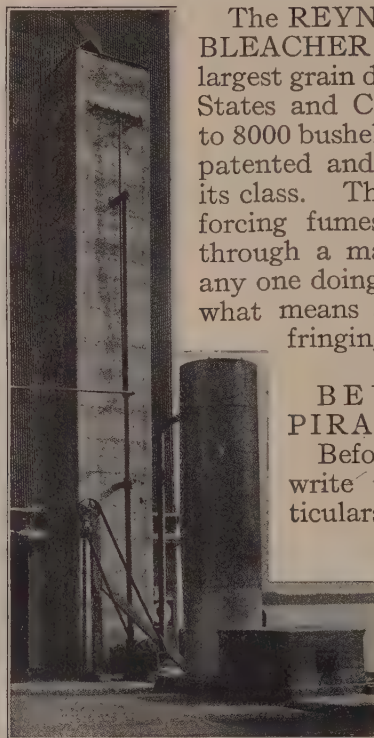
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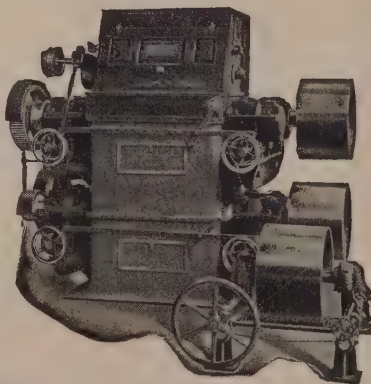
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Write and ask us to explain in what respects they are famously efficient—and why you should lose no time in getting acquainted with them.

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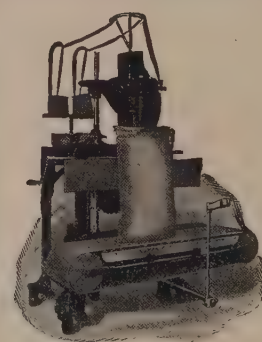
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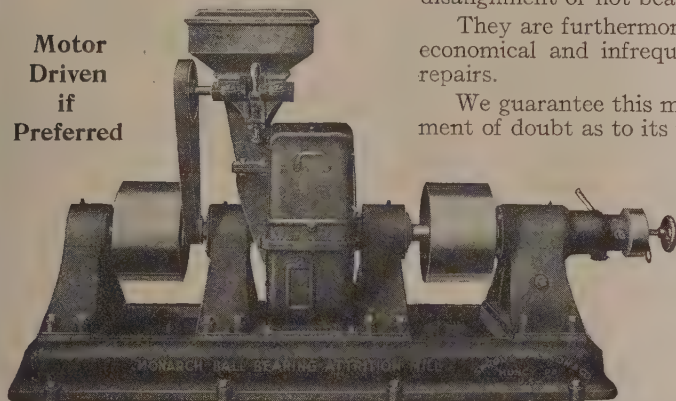
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They are furthermore accomplished by light power requirements—economical and infrequent lubrication—and little or no occasion for repairs.

We guarantee this mill and its performance; eliminating every element of doubt as to its value to the purchaser.

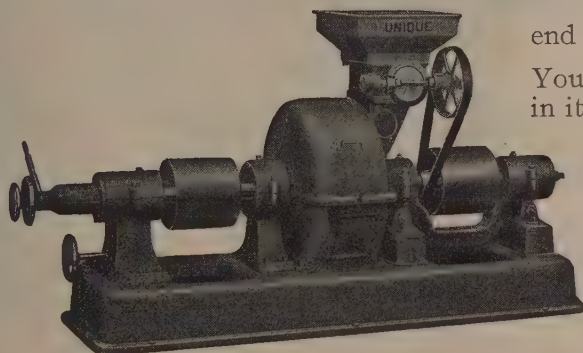
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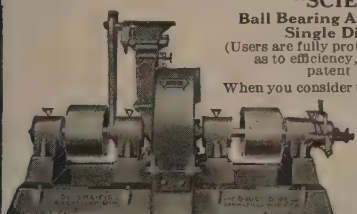
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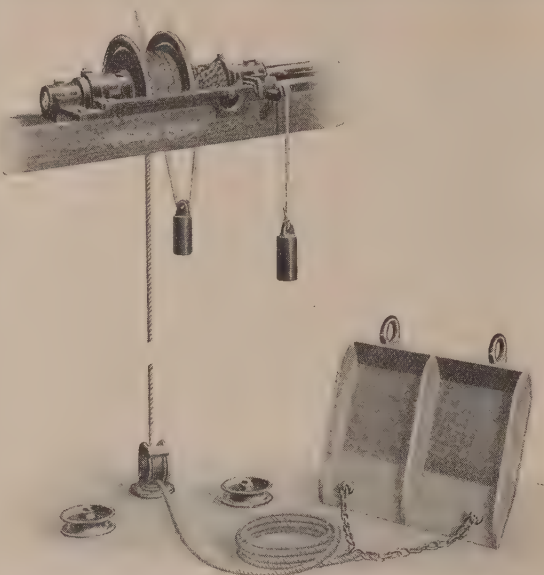
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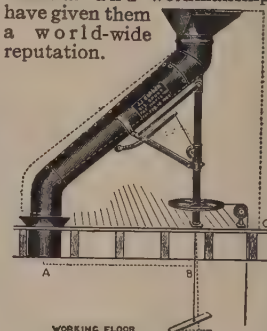


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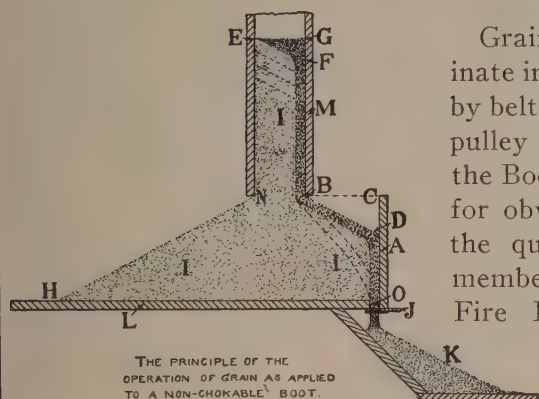


Fig. 6

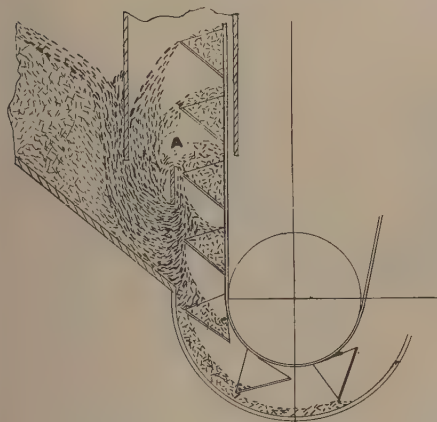


Fig. 8

Fig. 8 is a vertical view showing more fully the action of the grain in the dump and in the leg when in full operation.

Grain elevator fires originate in the leg. Principally by belt friction on the head pulley caused by chokes in the Boot. Few realize this for obvious reasons. But the quick intelligence of members of the Mutual Fire Prevention Bureau,

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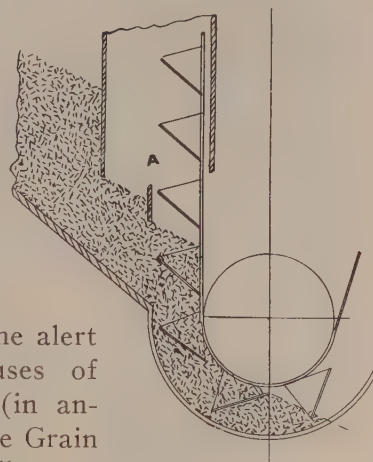
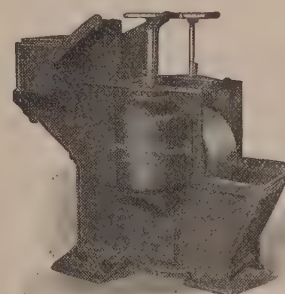


Fig. 7

Fig. 7 is a vertical section showing the position of the grain to be elevated when it is first admitted to the boot, and before the belt starts.



16"x10" Hall Non-Chokable Boot.

Hall Distributor Company

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Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

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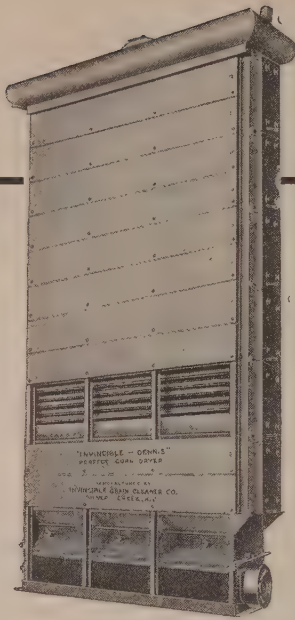
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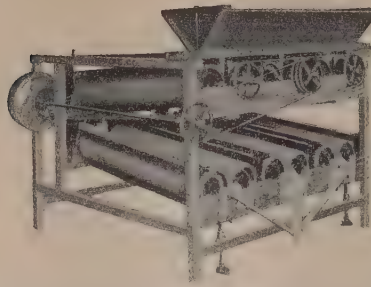
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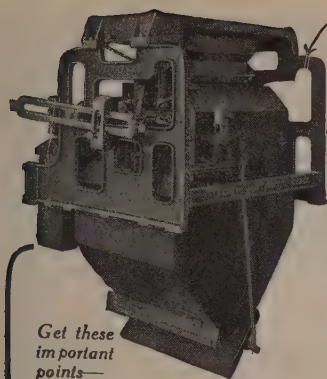
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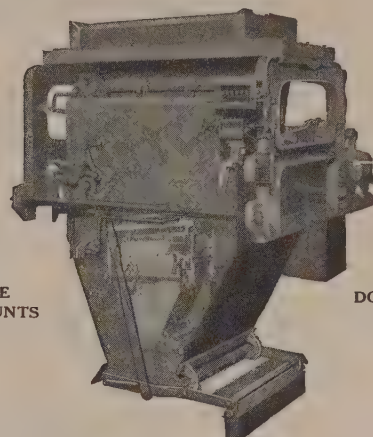
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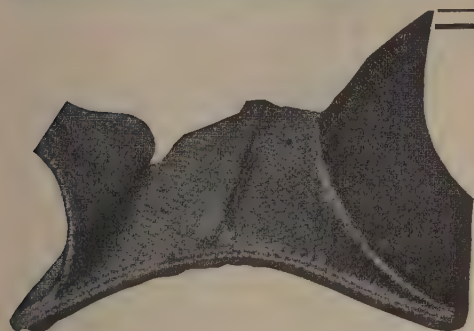
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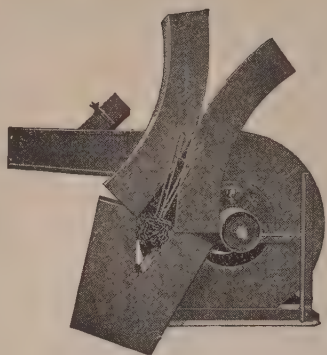
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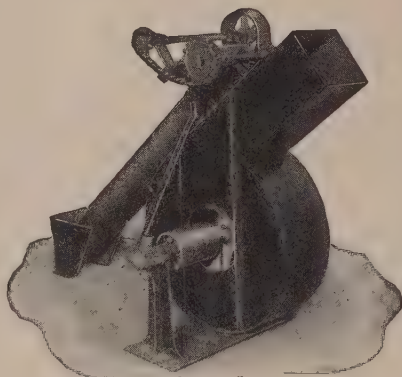
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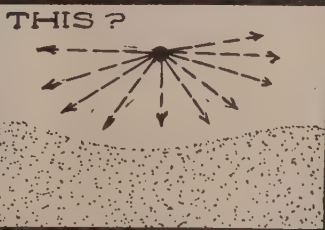
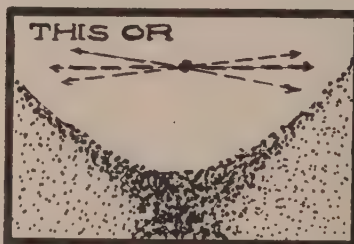
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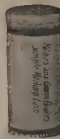
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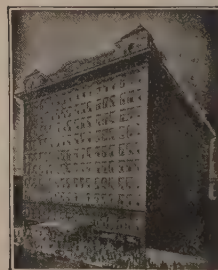
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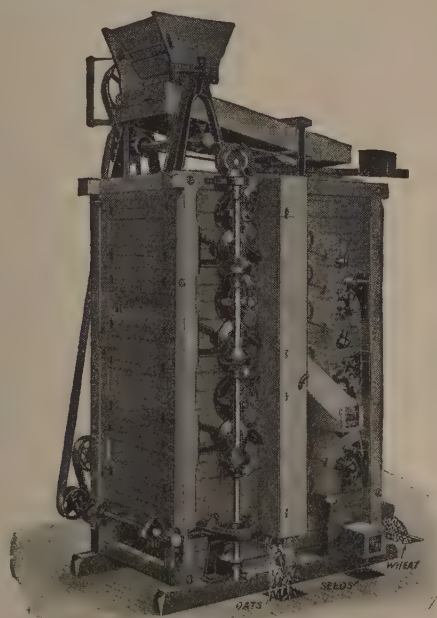
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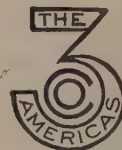
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MODERN GRAIN ELEVATORS

Plans Submitted

Correspondence Solicited

RELIABLE SUPPLIES

COMPETENT WORKMEN

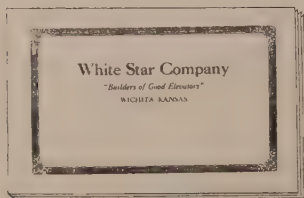
To Make All Repairs

We help you remodel to get the
greatest efficiency from the plant
you have.

WRITE TODAY

ORR BROS. SUPPLY CO.

CEDAR RAPIDS, IOWA



Our New
Booklet of
Elevator
Construction

Write for Catalog C-2.

White Star Co. Wichita, Kans.

CAR ORDER BLANKS

FORM 222 C. O. So many grain shippers are experiencing difficulty in obtaining cars, many are now keeping a carbon copy of each order for cars, in order to keep an accurate record of their efforts to obtain cars, to facilitate proving delay by railroad company and to encourage railroad agents to heed shippers' needs. Car order blanks are put up in books of fifty, with machine perforations, so that order can be torn out and sent to carrier's agent and carbon copy be retained in book. Fifty orders and 50 duplicates in each book. **Price, 50cts.**

GRAIN DEALERS JOURNAL

La Salle Street

Chicago, Ill.

GRAIN ELEVATOR BUILDERS

B

When Better
Elevators are
built, Burrell
will build them

Ask those who have them
Over 600 in use today.

**Burrell Engineering &
Construction Company**

1102-8 WEBSTER BLDG., CHICAGO
(Opp. Board of Trade)

711 Hubbell Bldg., Des Moines, Iowa.
111 W. North St., Indianapolis, Ind.
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705 Baker-Boyer Bldg., Walla Walla, Wash.

THE TOLTZ ENGINEERING COMPANY

CONSULTING ENGINEERS

PLANS—SPECIFICATIONS—SUPERINTENDENCE

For

Modern Fire-proof Grain Elevators



Western Maryland Elevator, 1,000,-
000 bushel capacity, Baltimore, Md.

MAX TOLTZ
Mechanical Engineer
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W. E. KING
Structural Engineer
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1410 Pioneer Bldg.

ST. PAUL, MINN.

THE CHEAPEST Elevator in the End is Steel Construction When Built Right



It Does Not Burn.
It Preserves the Grain.
It Does Not Crack.
It Saves Insurance.
It Has a Large Salvage Value
if taken down.

LET US FIGURE WITH YOU

MINNEAPOLIS STEEL & MACHINERY CO.
29th Street, near Lake Minneapolis

WE KNOW HOW
TO BUILD THEM RIGHT

THE STEPHENS Engineering Company

Designers and Builders

GRAIN ELEVATORS

Monadnock Bldg., Chicago

BETTER ELEVATORS

ARE Being Built and

W. H. CRAMER is Building them
NORTH PLATTE, NEB.

HICKOK CONSTRUCTION CO. for
Contracting Engineers

ELEVATORS Fireproof
Storage
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A. F. ROBERTS
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MACHINERY
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B. J. CARRICO
1501 Commerce St., Ft. Worth, Texas
Designer and Contractor of
CONCRETE and WOOD
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**NEWELL
CONSTRUCTION CO.**
CONTRACTORS DESIGNERS
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ALSO JOBBERS OF
ELEVATOR AND
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GRANBY BLDG.
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ENGINEER and CONTRACTOR of
GRAIN ELEVATORS
Any Size or Capacity
523 Board of Trade Bldg., Indianapolis, Ind.

C. E. BIRD & CO.
Grain Elevator Builders
Minneapolis, Minn.

**If you have
a good thing**

Tell the Grain Dealers—
They'll do the rest—

Advertising is the quickest
and best way—but it must be
the right kind of advertising.

If you have spent your good
money without satisfactory re-
sults, it's a case of wrong article
or wrong advertising.

The easiest, most direct,
most popular and most effective
way to the grain dealer is The
Grain Dealers Journal route.

Try it.

**FIRE PROOF
GRAIN ELEVATORS**
DEVERELL, SPENCER & CO.
Garrett Building
BALTIMORE, MARYLAND

MACDONALD ENGINEERING CO.
DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS
MONADNOCK BLDG. CHICAGO, ILL.

G. H. Birchard
CONTRACTOR FOR Grain Elevators.
Especially Designed for Economy
of Operation and Maintenance
LINCOLN, NEB.

Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of
price; or on trial to responsible
parties. Has automatic valve and
fine sponge

H. S. COVER
Box 404 South Bend, Ind.



"Hydrite" Your Elevator. Prevent that LOSS
and off-grade grain by making your pit and walls waterproof
due to damp

THE WATERPROOFING COMPANY OF AMERICA

1063 McCormick Bldg.

CHICAGO, ILL.

BUYERS AND SELLERS

of grain elevators. You can make your wants
known quickly by advertising in the "Elevators
for Sale and Wanted" columns.

WITHERSPOON-ENGLAR CO.

Built this Daylight, Fireproof Milling Plant for the Southwestern Milling Co., Kansas City, Kans.

Capacity, 400,000 Bus.—400 Bbls.

Electrically Driven and Modern in Every Respect.

WITHERSPOON-ENGLAR CO.

1247 Monadnock Bldg. CHICAGO, ILL.

Builders of Modern Fireproof
MILLS AND ELEVATORS



The 2,000,000 Bushel WESTERN MARYLAND ELEVATOR at Baltimore

Designed and Built by

JAMES STEWART & CO.

GRAIN ELEVATORS

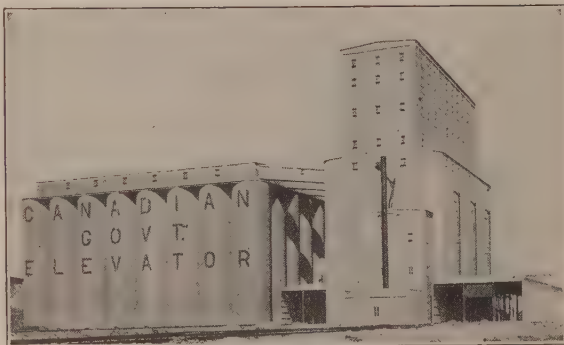
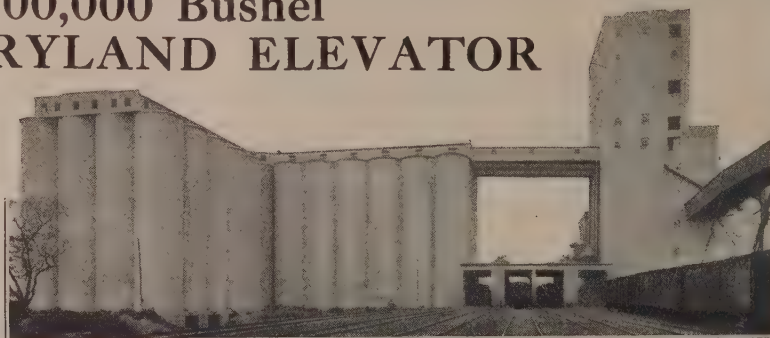
BUILT IN ALL PARTS OF THE WORLD

GRAIN ELEVATOR DEPT.,

15th Floor Westminster Bldg.

CHICAGO

W. R. SINKS, Manager



Terminal Elevator, Calgary, Alta., 2,500,000 Bushels Capacity. Recently Completed.

WE BUILD REINFORCED CON-
CRETE STRUCTURES OF ALL TYPES

Grain Elevators, Mills and Industrial Plants a Specialty

Our Engineering Department is ready to solve
your problems and furnish preliminary estimates

JANSE BROS., BOOMER, CRAIN & HOWE GENERAL CONTRACTORS

717-718 Dime Savings Bank Bldg., Detroit, Mich.

Also Zeigler Block, Spokane, Wash.

Mackie Block, Calgary, Alberta

Canadian Government Grain Elevator Port Arthur, Ontario

Capacity 3,500,000 Bushels

The Last Word in GRAIN ELEVATORS

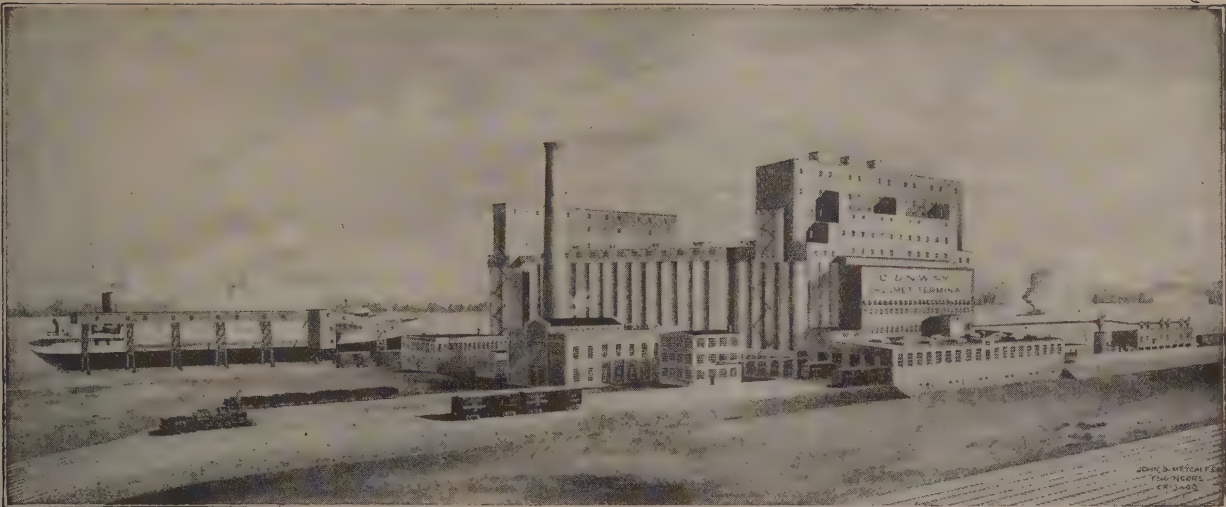
Designed and Built by

Barnett-McQueen Co., Limited

OFFICES

{ FORT WILLIAM, ONT.
DULUTH, MINN.
MINNEAPOLIS, MINN.





C. & N. W. RY. Calumet Terminal Elevator
South Chicago, Illinois

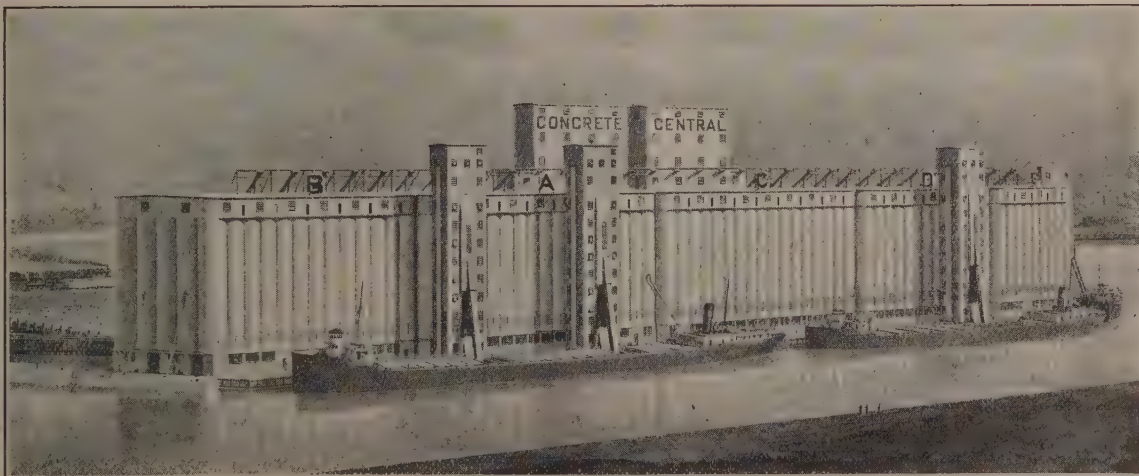
Now under construction. Total Capacity of Completed Plant: 10,000,000 Bushels. To be operated by the Armour Grain Company of Chicago.

Designing and Consulting Engineers for Entire Work
John S. Metcalf Company, Limited
GRAIN ELEVATOR ENGINEERS

54 St. Francois Xavier Street, MONTREAL, CANADA

108 South La Salle St., CHICAGO, ILL., U. S. A.

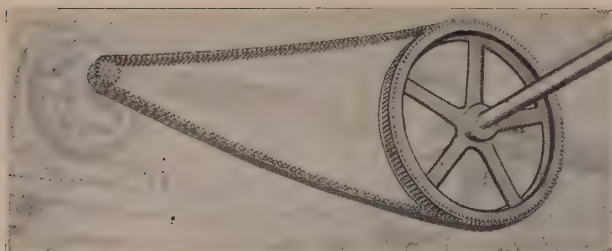
35 Southampton St., LONDON, W. C., ENGLAND



CONCRETE-CENTRAL ELEVATOR—BUFFALO

ORIGINAL CONTRACT			ADDITIONS	
Concrete-Central	Sec. A, 1915		B, 1916.	C, D, E, 1917
Shredded Wheat	1911		1913 & 1914	
Connecting Terminal	1914		1916	
A. J. Wheeler	Monarch Elevator		Wheeler Elevator	
Superior	1914		1916	
Archer Daniels Linseed Co.	1915		1916	
The Record of Satisfactory Work			Its Reward	

MONARCH ENGINEERING COMPANY
Chamber of Commerce BUFFALO, N. Y.



Silent Chain Drives

— for —

Power Transmission

The most modern method for obtaining the full use of your electric current through your motors to your machinery.

Cut steel pinions, cast iron cut sprockets and the best made Silent Chain make **AMERICAN HIGH SPEED SILENT CHAIN DRIVES** the ultimate solution and afford the final overcoming of your power transmission problems.

NOISELESS — COMPACT — POSITIVE — EFFICIENT

For use in driving Belt Conveyors, Legs, Screw Conveyors, Power Shovels, Fans, Hoists Lineshafts, etc.

Write for list of complete Grain Elevator installations and a copy of our Catalog No. 100.

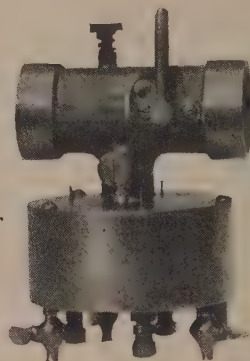
American High Speed Chain Company
Commercial Drive Division
1101 Transportation Building, Chicago, Ill.
Factory—Indianapolis, Ind.

What Does Your Fuel Cost?

It costs "60%" too much, unless you are using the

American Kerosene Carburetor

YES! We guarantee it, and give 30 days C. O. D. trial.



Mail Your Order to the

Kerosene Carburetor Co.
FRANKFORT, INDIANA

References: The American National Bank,
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KENNEDY CAR LINERS

Prevent Leakages
Avoid Claims
Saves Money

Used by Thousands of
Progressive Shippers

MADE BY

THE KENNEDY CAR LINER & BAG CO.

SHELBYVILLE, INDIANA



Are You Wasting Money?

Operating machines and shafts that could stand idle at least a part of the time. Equip your plant with Tester Clutches and start saving money. Get our Free Booklet. Decatur Foundry, Fu nace & Machine Co., Dept. D, DECATUR, INDIANA

Coal Handling Machinery



No matter what your tonnage may be we have Machinery to meet your individual needs.

Small Pockets erected in connection with ground storage sheds, can be profitably equipped with Elevating and Conveying Machinery, cutting handling costs and breakage to the minimum.

Write us your present conditions and we will submit our recommendations for you to consider—no charge for this service.

For prompt attention address our nearest office.

Catalogs mailed on request

GIFFORD-WOOD CO.

Chicago Office: 565 W. Washington St.

Hudson, N. Y.
Boston

New York
Rochester, N. Y.

Scranton, Pa.
Philadelphia

BOWSHER FEED MILLS

Crush ear corn (with or without shucks) and grind all kinds of small grain.
Handy to operate—lightest running. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

Write for Catalog and folder about the value of different feeds and manures.

The N. P. BOWSHER CO.
South Bend, Ind.

GROW HEALTHY STOCK

You Can Sell Your Elevator

by advertising directly to people who want to buy, by using a

Grain Dealers Journal Want Ad.

By mentioning the Grain Dealers Journal of Chicago when writing its advertisers you help it to more efficient work in improving grain trade conditions.

Instantaneous Power is a Necessity, Economical Power is Profitable

For the elevator or mill that must be driven at certain intervals. So dependable in operation that some of the largest elevator concerns are adopting Lauson

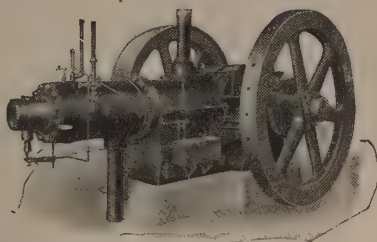
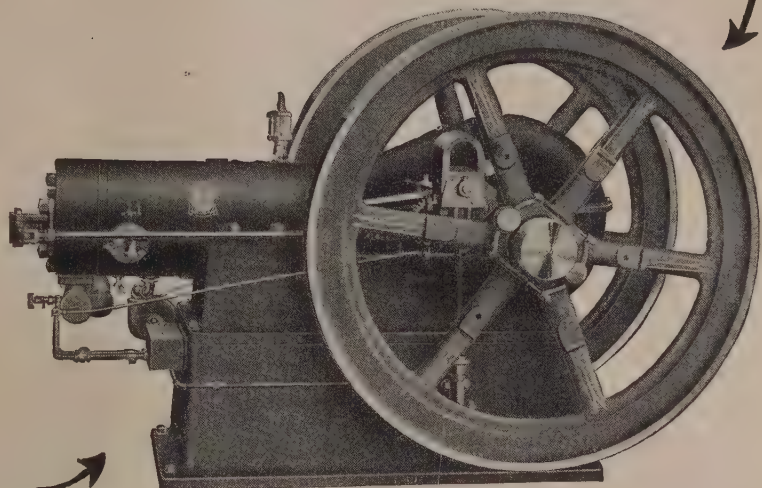
Kerosene Engines as Standard Equipment. Low in First Cost. Lowest in repair cost and least subject to loss of service.

LAUSON KEROSENE ENGINES

Start Easily, Carry Full Load Instantly, and run as smooth as a steam engine. Easy to start and operate. Operates with a clear, clean exhaust regardless of load conditions. Operates on Kerosene, Distillate, Motor Spirits or other similar cheap fuels.

Built in sizes up to 50 HP.—an engine for every size elevator or mill. Write for Bulletin 265.

The John Lauson Mfg. Co.
65 Monroe St. NEW HOLSTEIN, WIS.



**MONEY
MAKING
MUNCIE**

The engine that made the others follow, and changed the meaning of "oil engines" and set new records in economy.

No carburetor, electric spark or valve mechanism. Self oiling, starting and igniting.

Continuous runs of long duration and 24-hour service possible to safest degree, with a MUNCIE.

Perfectly simple—simply perfect. Write for catalog.

Muncie Oil Engine Company
516 Jackson Street Muncie, Ind.

OTTO

**Concerning
the high
cost of
Gasoline**

With gasoline averaging about twice as expensive as a year ago, every drop above a certain minimum that is consumed by a gasoline engine represents merely so much direct money waste.

The service records that thousands of OTTOS have made since 1876 have proved conclusively that the heavy, sturdy, long-stroke, slow-speed OTTO develops its horsepower with the smallest gasoline—and oil—consumption.

Your request will bring data on any type of internal combustion engine.

The Otto Gas Engine Works

Main Office and Works, Philadelphia
15-17 So. Clinton Street, Chicago
114 Liberty St., New York

**Gas and Gasoline
Engines**

Improved Apparatus to Determine Test Weight.

It is recognized fact that the heavier a sample of grain the better it is, and consequently we find grain dealers, grain judges and grain inspectors referring to and relying on this test almost more than on any other. Judges at shows and competitions often select the best samples and then award the prizes according to the weight per bushel.

Some of the more common methods of testing the weight per bushel are pulling the kettle thru the grain until it is full; sinking the kettle part way into the grain and filling it by pulling the grain over the edge by hand, sometimes filling it by a few handfuls and sometimes by several small handfuls; filling the kettle from a bag, pan, or funnel, the bag, pan or funnel in some cases being held at a height almost even with the top of the test kettle and at other times raised to a height of 10 or 12 inches above the kettle; pouring the grain into the test kettle, sometimes in a thin, small stream, and at other times, in a large, heavy stream; and striking the excess grain off from the kettle with the scalebeam, a sawed-off piece of broomstick, a pencil, or other implement, and occasionally tapping or jarring the kettle before the surplus is struck off or pressing the grain into the kettle before it is struck off. Each of the methods described will give a result all of its own. With such grains as oats, barley and rough rice, it is a very simple matter to obtain results which vary as much as $1\frac{1}{2}$ pounds or more per bushel, by making the test according to different methods.

It will be observed that neither the height of fall nor the diameter of the hopper outlet opening affects the test weight of flax to any appreciable extent, but both factors have a decided and direct influence on the test weight of the other grains, the effect being more noticeable with the large or loose-structured grains than with the smaller grains of close, compact structure.

The experiments demonstrated that 2 inches is the shortest distance from the top of the test kettle to the hopper opening which is practicable for all grains, and as this corresponds with the best trade practices and with the recommendations of the Chief Grain Inspectors' National Ass'n this has been fixed as the proper height above the kettle from which grain should fall in making the test.

With the exception of the tests with flax, the test weight shows heavier as the size of the grain stream or diameter of the opening at the bottom of the hopper is decreased. This result is probably due to the longer pounding effect of the grain when falling in a thin stream.

The experiments demonstrated that the 1-inch opening in the hopper, was too small for practical work with such grains as oats, barley, corn, rough rice and emmer, since these grains run thru the 1-inch opening very slowly and frequently clog in the opening and have to be started again with a pencil or by some other means. An opening $1\frac{1}{4}$ inches in diameter was found to be the smallest opening satisfactory for all grains, and as this corresponds very closely with the

best trade practices it has been fixed as being the proper diameter for the hopper opening in making tests of weight per bushel of grain.

DESCRIPTION. The base of the stand is made up of two layers of wood held together with screws. Each layer is $1\frac{1}{2}$ inches thick, the upper layer projecting one-fourth inch over the lower layer around the edges, so that the base can be conveniently fastened into a table top if desired. In the forward part of the base it contained a circular opening with beveled edges, of the shape and size shown in the engraving. A grate made of four metal bars fastened into the lower layer of the base extends across the opening in the base.

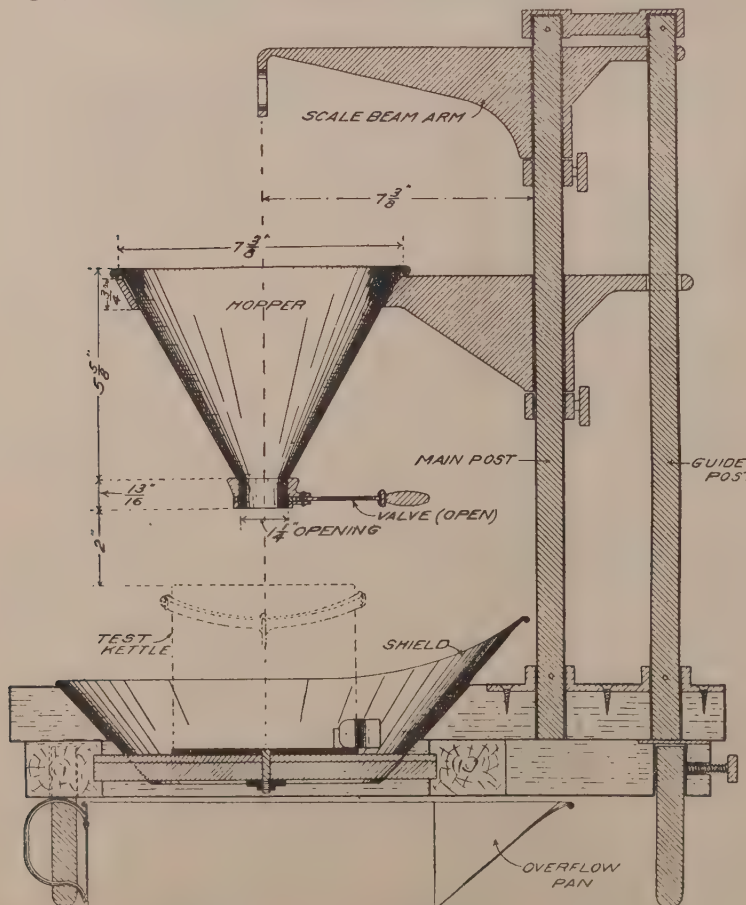
A circular metal disk, or plate, upon which the test kettle rests when in place, is clamped on the upper side of the grating in such a position that the center of the plate coincides with the center of the opening in the base. Two metal guide pins, about 3 inches apart, are fastened to the edge of the plate and then extended about half an inch higher than the surface of the plate. These pins are placed here to center the quart test kettle when it is placed on the plate. The two guide pins are connected by a strip of metal, swinging free and forming a guide for centering the pint test kettle.

Fitted into metal sockets sunk into the after part of the base are two tubular metal posts 19 inches long and connected with a casting at their upper ends. Fitted to the forward or main post are two free swinging metal arms, the lower terminating in a ring $7\frac{1}{4}$ inches in diameter to hold the hopper, the upper arm terminating in a hook from which the scale beam can be suspended. The arms are held in place at any given height on the post by means of two metal clamps, as shown in the engraving.

Each of these arms has a projection extending backward past the rear or guide post, so arranged that when the ring of the lower arm and the hook of the upper arm are swung to a position directly over the plate in the base these projections are in contact with the guide post. The projection on the lower arm allows the arm with funnel to swing to the left, while the projection on the upper arm allows this arm with its scalebeam to swing to the right.

The special stroker is of hard wood, $\frac{3}{8}$ inch thick, $1\frac{1}{4}$ inches broad, and 12 inches long, each edge being a perfect half circle.

The special beam has two bars, one above the other, each of which has three lines of graduations. The first line on the lower bar reads in pounds per bushel, in divisions of 10 pounds up to 60 pounds; the second line reads in pounds and ounces by one-half ounce divisions up to 2 pounds dead weight, and is used principally for determining "dockage" in grain; the third line reads in percentage of 2 pounds by 1 per cent divisions up to 100 per cent. The first line of graduations on the upper bar reads in pounds and tenths of a pound up to 10 pounds per bushel; the second line reads in grams by 2-gram divisions up to 200 grams dead weight; and the third line reads in percentage of 200 grams by 1 per cent divisions up to 100 per cent. These last two lines of graduations will be found especially useful in the analysis of corn to determine what it should grade from the standpoint of damaged kernels or of foreign matter and finely broken corn.—From Bulletin No. 472, U. S. Dept. of Agriculture.



Cross Section of Improved Apparatus for Determining Test Weight of Grain.

Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE

ILLINOIS Elevator located at Fulton, Ill., for sale or exchange for land. Address Short Box 5, Grain Dealers Journal, Chicago, Ill.

OKLAHOMA one good elvtr. well located, 15,000 bu. cap. Owner wants to sell and will make price right. Address Grain Box 5, Grain Dealers Journal, Chicago.

FOR SALE: Best elevator proposition in the State of Montana. \$5500.00 if taken at once. Address Sale, Box 5, Grain Dealers Journal, Chicago.

FOR SALE—Cheap, two good elevators. One in Western Minn., other in Western Iowa. Both money makers. T. J. Morgans, Soo Falls, S. D.

NEBRASKA: Two good country elevators on the Union Pacific Railroad, located in wheat and corn belt. If you are looking for a location, either place is a fine chance to make money. Address Ton, Box 5, Grain Dealers Journal, Chicago.

MONTANA—Small elevator for sale near tracks in thriving Montana town, suitable for a feed mill and seed handling proposition or general grain business when spur is built to the house. Very small investment required. Address Spur, Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—75,000 bu. very modern elevator, electric power on T. P. & W. Can show has done 300,000 bu. business annually for past 20 years. Good coal and implement business in connection. One good competitor. James M. Maguire, 6454 Minerva Ave., Chicago, Ill.

COLORADO—For Sale 25,000 bu. elevator with fuel and feed business, in the famous Arkansas Valley. Good town, wide awake, healthy climate. Doing good business, thoroughly equipped. Good reason for selling. This is a money maker. Address J. B., Box 4, Grain Dealers Journal, Chicago.

FOR SALE—75,000 bu. cap. elevator, very modern; on private land, in town of 1,000; located on C. & N. W. within 100 miles of Chicago. One good competitor. Station handles 450,000 bu. corn and oats besides large seed trade. James M. Maguire, 6454 Minerva Ave., Chicago, Ill.

ILLINOIS—On account of death of our Mr. John Ervin, elevator at Tuscola, Ill., situated on I. C. track, is for sale; 4 dumps, 2 elevators, electric power (35 horse), gravity load, private track, good repair; storage for 15,000 bu. ear corn; 15,000 bu. shelled; machinery good. Address R. & J. Ervin, Tuscola, Ill.

KANSAS—For sale, my 20,000 bu. crib elevator, 20 h.p. gas engine, sheller, cleaner, car loader, feed grinder, three stands elevators, generator for town lighting, moving picture outfit, warehouse and coal bins; all on private owned ground, only elevator in town; local business is good income; good wheat and corn this year. Address Geo. B. Harper, Silver Lake, Kans.

FOR SALE—Elevator 60,000 capacity, handling 250 to 300,000 bushels grain annually; located in best grain territory in Illinois, 115 miles from Chicago, also fine outlet to all southern markets. Price \$12,000.00 for immediate sale, terms can be arranged. Anyone wanting a high class elevator proposition should write immediately to P. G., Box 8, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

FOR SALE—On account of death of owner; 60,000 bu. cap. elevator doing a 250,000 bu. business annually; located on private land; 125 miles south of Chicago. James M. Maguire, 6454 Minerva Ave., Chicago, Ill.

ELEVATORS FOR SALE.

Location.	State.	Capacity.
Perkins	Iowa	18,000 bu.
Hinton	Iowa	22,000 bu.
Alvord	Iowa	25,000 bu.
Sioux Center	Iowa	20,000 bu.
Gerretson	South Dakota	22,000 bu.
Sherman	South Dakota	40,000 bu.

These elevators will warrant careful investigation. Correspond with us at 1108 First National Soo Building, Thorpe Elevator Co., Minneapolis, Minn.

ELEVATORS WANTED.

OKLAHOMA—We have eight hundred acres land in Blaine County, also residence property and vacant lots in Oklahoma City to trade for elevators in Oklahoma. Marshall Grain Co., Oklahoma City, Okla.

WANTED—Elevator in corn and wheat territory, for cash. If you want to sell right, and can show business, write giving full information. No agents. XYZ, Box 7, Grain Dealers Journal, Chicago.

WANTED—Elevator cribbed in first-class shape; give dimensions, capacity, number of competitors, size of territory and number of elevators in town. Prefer Eastern North Dakota or Western Minnesota location. Address Lock Box 182, Overly, N. Dak.

ELEVATOR BROKERS.

SELLERS list your elevators and buyers buy your elevators thru John A. Rice, Frankfort, Ind.—Reliable Broker 10 years.

LIST YOUR ELEVATORS AND REAL ESTATE WITH ME FOR RESULTS. NAT P. CLAYBAUGH, ELEVATOR AND REAL ESTATE BROKER, Board of Trade Bldg., Frankfort, Ind.

BUSINESS OPPORTUNITIES.

FOR SALE—Best elevator site in Texas on 4 railroads in this manufacturing, mill and grain center. R. L. Caruthers, Sherman, Texas.

FOR SALE or exchange for elevator or lumber business, 556 a. land Jasper County, Ind. \$75 per a. S. B. C., Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—A permanently established growing grain business operating a line of country stations in North Missouri; an exceptional opportunity and an attractive proposition. Address A. A. Alley, owner, Mercer, Mo.

FOR SALE—Seventy-five barrel flour mill with elevator and coal yard in connection. Mill bldgs. brick. Plant in active operation, with good local trade. Must be sold at once. Write A. M. G., Box 2, Grain Dealers Journal, Chicago.

Sympathy never sold a feed mill, but a Journal "For Sale" ad has. Try it.

MILLS FOR SALE.

FOR SALE—Feed mill, No. 8 Bowsher; nearly new. J. L. Wise, Greenville, Ill.

FOR SALE—75-bbl. mill, cheap. Good reason for selling, plenty wheat at mill. Blue Rock Milling Co., Blue Rock, Ohio.

FOR SALE—Buhr and corn mill with 30 acres of land and dwelling. Apply to Lucy F. Burnette, Moneta, Va.

FOR SALE—A 30-bbl. country flouring mill; in fine condition. Write for full particulars. V. Stockon, Carrollton, Ohio.

I WILL sell a fifty-thousand dollar flouring mill and elevator in Oklahoma, well located, for the sum of twenty thousand dollars; part cash and time payments. John DeBois, Searcy, Ark.

FOR SALE—A bargain on easy terms, the Papillion Roller Mills, 100 bbls. capacity. For particulars inquire of owner, B. H. Schroeder, Papillion, Nebr.

FOR SALE 150-bbl. flour mill, situated in Kansas wheat belt, in operation; money maker. Address Bee, Box 6, Grain Dealers Journal, Chicago.

FOR SALE—One of the best 50-bbl. Flour Mills with 10,000-bu. elevator in Southern Minn. Bears closest investigation. Gibbon Roller Mills, Gibbon, Minn. Otto Pless, Prop.

FOR SALE cheap, guaranteed good condition, one twenty-inch attrition mill, one twenty-inch burr mill, one cob crusher, elevating machinery, pulleys, hangers and belts. Lee T. Ward, Commercial Trust Bldg., Philadelphia, Pa.

SECOND-HAND BAGS AND BURLAP.

FOR SALE—About 2,000 second hand sacks. Sharp Bros., Healy, Kans.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

INFORMATION BUREAU

READERS DESIRING to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

SCALES FOR SALE.

SECOND - HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

PARTNERS WANTED.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

SITUATIONS WANTED.

WANTED—Position as Manager of Elevtr. F. C. Dewey, Waterbury, Nebr.

WANTED—Position with good grain firm as Mgr. of Elevtr. or in office of good comm. firm. 10 yrs. exp., good ref. Address Gail, Box 9, Grain Dealers Journal, Chicago.

WANTED POSITION as Mgr. of elevtr. Have had 3 yrs. experience and can furnish good reference. N. D. pref. Address Hurd, Box 9, Grain Dealers Journal, Chicago.

WANTED—Position with elevator concern as Bookkeeper or Stenographer, Montana or Canada preferred. Good ref. Address Leola, Box 8, Grain Dealers Journal, Chicago.

WANT position in Ill. Am white, speak English; 16 yrs. exp. Can use either steam or gasoline engine. Salary \$55 per month. Address J, Box 8, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as Manager; 17 years' experience in Milling and Elevator business; best of references as to character and ability. Address Wade, Box 7, Grain Dealers Journal, Chicago.

POSITION wanted as Mgr. of elevator or solicitor for good live grain house. 2 yrs. exp. in elevator work, one yr. in Nebr. and one yr. in Ill. A-1 ref. Address Bush, Box 9, Grain Dealers Journal, Chicago.

EXPERIENCED HELP, such as managers for country stations, foremen, auditors and employees need in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

WANTED—Position as traveling solicitor; experienced. Reference present employer, thirty-five years old; steady worker. Would like to make change. Address Spring, Box 8, Grain Dealers Journal, Chicago.

WANTED—Position as solicitor for some good grain firm, either Chicago, Milwaukee, Kansas City or St. Louis; 18 yrs. exp. grain business; Scotch Irish, good mixer, 47 yrs. old, married. A-1 ref. Address Scotch Box 9, Grain Dealers Journal, Chicago, Ill.

WANTED Position as Auditor or Mgr. of Line of Elevators or Buying and Selling grain at terminal markets. Sixteen years experience in all branches of grain business. Well acquainted in the Northwest and Kansas. Good judge of spring and winter wheat and can handle men. Address Rock, Box 4, Grain Dealers Journal, Chgo.

SITUATIONS WANTED.

A MAN of wide experience in the grain business will accept a position as manager of an elevator doing a large business. Address Squair Deal, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—As manager of Farmers Elevator, by young man with 5 yrs. exp. as second man; can keep books. Central or Northern Iowa preferred. Good references. Address D. W. Terrill, Jr., Lawn Hill, Iowa.

WANTED position as Manager Farmers Elevator, or good Line Co. Have had 15 yrs. experience in grain, live stock and coal. Can talk some German. References, and take job on a few days notice. Address Ted, Box 1, Grain Dealers Journal, Chicago.

WANTED—Position as elevator manager by man 40 yrs. old; now employed, but wish to change after Dec. 1st, 1916. (Farmers Elevtr. preferred.) 15 yrs. experience handling grain and stock in corn belt. Address Change, Box 9, Grain Dealers Journal, Chicago, Ill.

LIVE YOUNG married man wants situation country grain business as elevator manager, auditor, or what have you? Must be good salary for hustler; six yrs. experience; best references. Can produce results. Address Cedar Box 9, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as Mgr. of Gr. Elevtr. Prefer Kansas location but will consider other points. Thoroughly exp. in grain, feed, lumber and implement business. American, 37 yrs. old, married. Can furnish A-1 ref. Address Stratton, Box 9, Grain Dealers Journal, Chicago, Ill.

WANTED—Position by man with 16 yrs. exp. in the grain business; 37 yrs. old, married; at present manager of elevator; would like to connect with private company where there would be chance for advancement. Thoroughly competent. Address Aisle, Box 8, Grain Dealers Journal, Chicago.

EXPERIENCED grain traffic manager, ten years rate and two years general cash grain experience, single, sober, industrious, also accountant and stenographic experience, desires to change for betterment. Can manage office and interior or terminal market trade. Thoroughly familiar with grain rate applications in Iowa, Dakota, Minn., Nebr., Kans., and respective distributing territories. Address Traffic Manager, Box 7, Grain Dealers Journal, Chicago, Ill.

MACHINES FOR SALE.

FOR SALE Cheap, No. 4 Western Cleaner in good working condition. W. M. Reck-
-wey, Guard, Kansas.

FOR SALE—One Monitor Dustless Warehouse Separator No. 3 in good condition, with full set of screens. Bay City Grain Co., Bay City, Mich.

FOR SALE—Two No. 3 Richmond improved close scourers, one No. 1 Richmond improved separator and six gray round reels. Wisconsin Milling Co., Menomonie, Wisc.

FOR SALE—800-bu. Western Sheller (not fan); also Rolling screen cleaner to match; also steel boot tank. Good condition. Address Burrell, Webster Bldg., Chicago, Ill.

FOR SALE—One 4-ho'e Appleton power corn sheller with cob stacker and extension feeder, mounted on trucks. Shelled 1 car corn, good as new, price \$175. J. J. Litcher, Lewiston, Minn.

FOR SALE—2 dunlap reels with white-mo're purifier, one solid jack shaft pulley 54" dia. 21" face 3½" bore, one split pulley 66" dia. 25" face 3½" bore, one pulley 43" dia. 15" face 4" bore, one single pair 9x18 Noye Rolls. Cockley Milling Co., Lexington Ohio.

FOR SALE.

- 1 35-h. p. steam engine, good as new.
 - 1 35-h. p. Power Boiler, first class shape.
 - 150 ft. chain with buckets attached, both in good shape.
 - 1 Cast Iron Boot with cog wheels for chain and buckets; also elevtr. head with cogs.
 - 1 Car Loader in good shape. Have put in gravity loading spout.
 - 1 Invincible Dustless double receiving cleaner, in good shape.
 - 1 E. & L. Corn sheller, and cleaner combined, good as new.
- Connell & Anderson Grain Co.,
Bentonville, Ind.

BARGAINS IN MACHINERY.

- 1—Invincible Screen Gravity Separator (Double).
 - 1—Invincible Screen Gravity Separator (Single).
 - 1—Buffalo Hopper Scale (Cap. 100 bu.).
 - 1—Fairbanks Hopper Scale (Cap. 65,000 lbs.).
 - 4—Success Bolters & Dressers.
 - 1—Richmond Bolter & Dresser.
 - 5—Allis Reels, Size O.
 - 1—Alfalfa Pulverizer (Williams).
 - 1—No. 24 Ohio Ensilage Cutter.
 - 4—Oat Groat Separators (30 compartments).
 - 1—Marsh Pump 9x6x10.
 - 1—Worthington Duplex Pump 9x5½x10.
 - 1—Victor Wheat Scourer & Polisher No. 4 (B. & L.).
 - 1—16" Monarch Attrition Mill.
 - 1—No. 15 Buffalo Exhauster, inlet 10½", outlet 9".
 - 1—Steel Cut Oatmeal Machine.
 - 1—Eureka Horizontal Brush Machine No. 66 Brush.
 - 1—Monitor Horizontal Brush Machine, No. 4.
 - 2—Sets Flaking Rolls 12x30 and 12x24.
 - 3—Double Stand Roller Mills, Alfalfa 9x24 and 7x18 and Creat Western 9x24.
 - 2—Eureka Warehouse Separators, one No. 3 and one No. 189.
 - 1—Eureka Milling Separator No. 5.
 - 3—Eureka Hulled Oat Separators No. 3.
 - 2—Prinz & Rau Cockle Separators No. 4½.
 - 1—Prinz & Rau Cockle Separator No. 3.
- Pulleys all sizes, shafting, elevator belt and miscellaneous mill equipment.
Morton-Gregson Company,
Nebraska City, Nebraska.

A Trial Order

GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

Gentlemen:—I wish to try the *Grain Dealers Journal* on the 10th and 25th of each month for one year just to learn if I can get any helpful suggestions from the opinions and experiences of other grain dealers. Enclosed please find One Dollar and Fifty Cents.

Name of Firm.....

Capacity of Elevator..... Post Office.....

.....bus. State.....

Somebody's always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevator For Sale" columns of the Journal.

MACHINES FOR SALE.

1-16" B. B. Attrition Mill & Drive \$220.00
 1-22" Ball Bearing Attrition Mill 210.00
 1-24" Ball Bearing Attrition Mill 300.00
 1-No. 5 Knickerbocker '05 Dust Col. 40.00
 All f.o.b. shipping point subj. to prior sale, 1/2 cash, balance your own terms. Many other bargains on Rebuilt Attrition, Roller, Burr Feed Mills, Reels, Separators, Driers, Packers, Scourers, Feeders, Mixers, Dust Col., Supplies, etc. Complete equipments scientifically arranged for modern Flour & Cereal Mills, Molasses Stock, Poultry Feed & Fertilizer Plants, Plans, Specifications and Flow Sheets. Write us now. "Builders of Better Mills."
 George J. Noth, Manager,
 No. 9 South Clinton St., Chicago, Ill.

ELEVATOR AND MILL EQUIPMENT at sacrifice prices.

1 No. 2 B. "Monitor" Double Flax Separators with Sieve Cleaners. Cap. 125 to 300 bu. \$210.00
 1 No. 169 "Eureka" Counterbalanced elevator Separator. Cap. 900 to 3,000 bu. 275.00
 1 No. 5 "Invincible" Dustless Warehouse Separator. Cap. 800 bu. per hour 220.00
 1 No. 6 "Invincible" Dustless Warehouse Separator. Cap. 1,000 bu. per hour 250.00
 1 No. 7 "Invincible" Dustless Warehouse Separator. Cap. 1,500 bu. per hr. 295.00
 1 No. 153 "Barnard & Leas" Perfected Whse. Separator, 120 to 400 bu. per hr. 120.00

All above machines rebuilt and guaranteed for all practical use as GOOD AS NEW.

Shipped to responsible parties on 30 days time.

10 10-ft. lengths, 9" R. H. Conveyor, each, \$6.00.

6 10-ft. lengths, 9" L. H. Conveyor, each \$6.00.

5 12-ft. lengths, 14" R. H. Conv., 3" pipe, \$14.00.

4 12-ft. lengths 14" L. H. Conv., 3" pipe, \$14.00.

9 12-ft. lengths, 16" R. H. Conv., 3" pipe, \$16.00.

5 12-ft. lengths, 16" L. H. Conv., 3" pipe, \$16.00.

Used, guaranteed as good as new. Everything for Flour Mills, Feed Mills and Elevators.

B. F. Gump, Co.,
 431-437 So. Clinton St., Chicago.
 Established over 44 years.

MACHINES WANTED.

WANTED to buy a second hand car puller, 3 to 5 car capacity. J. A. Gilles, St. Joseph, Ill.

WANTED to buy a three-pair high roller mill; give age, make, condition and price. J. H. Cain & Sons, Jacksonville, Ill.

ELEVATOR OPERATORS wanting good second-hand elevator machinery or supplies invariably make their want known thru the "Machinery Wanted" columns of the Grain Dealers Journal, Chicago.

DYNAMOS—MOTORS

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamo—Motors" columns of the Grain Dealers Journal, Chicago.

Give a Journal "Wanted—For Sale" ad something to do for you—it needn't be something easy.

ENGINES FOR SALE.

FOR SALE—One 10-h. p. gasoline engine, second hand; cheap. If interested, write W. D. Wilson & Co., Lapaz, Ind.

FOR SALE—9 h.p. Backus gas engine. A-1 condition; cheap. Weber, 2151 N. 5th, Philadelphia, Pa.

FOR SALE—Five, ten and twelve-horse power Gas or Gasoline Engine, all in A-1 running order; as good as new, at one-third cost. J. F. Schulz, 1810 Austin Av., Chicago, Ill.

FOR SALE St. Marys oil, gasoline and gas engine, 50 h.p., good as new. Replaced by electric power. Will sell very cheap. The Cygnet Grain & Hay Co., Cygnet, O.

FOR SALE—40-h. p. Type "N" Fairbanks-Morse gasoline engine. Complete with friction clutch pulley, power water pump, 100 gal. gas tank, pipe and fittings. Putting in motors. Bargain. Baker Elevator & Mill Co., St. Francisville, Ill.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

FOR SALE—One Temple Pump Co. 10 horse two cylinder gas engine, one Nordyke-Marmon plantation mill, one Bowsher No. 4, together with belts, line, shaft, pulley and hangers; machinery in good shape and will be sold for a quarter of its value, owner has retired. Address T. S. Spencer, Afton, Iowa.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.

25 H. P. Columbus.

25 H. P. Fairbanks-Morse.

22 H. P. Fairbanks-Morse.

15 H. P. Fairbanks-Morse.

12 H. P. Fairbanks-Morse.

6 H. P. Fairbanks-Morse.

4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

FLOUR FOR SALE

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop. Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

SCREENINGS WANTED.

WE ARE IN THE MARKET for clover seed screenings now, and for the coming season. We will either contract for your entire output or buy your different lots by sample. It will be to your interest to confer with us before making any disposition of your screenings and low grade seeds. We will be glad to hear from you. King Seed Co., No. Vernon, Ind.

STEAM ENGINES—BOILERS.

BIG BARGAIN—\$100.00. One 8x12 steam engine, less the governor. W. J. Tanner, Frankston, Texas.

FOR SALE—Bates-Corliss engine, 18x42, 14 ft. fly wheel, 24" face, now in operation producing about 200 h.p. economically, also one D. C. Generator, 100 amp., 120 volts, 775 R. M. P., complete with switchboard, etc. Corsicana Cotton Mills, Corsicana, Texas.

FOR SALE: Second-hand Jewell Automatic Steam Engine, 20 h.p.; first-class condition. Price \$75.00 f.o.b. cars Hicksville, O.

ALSO Boss Car Loader (old style) \$20.00 f.o.b. Hicksville.
 BEAR GRAIN CO. Hicksville, Ohio.

Directory Grass Seed Trade

ATCHISON, KANS.

Manglesdorf Bros. & Co., The, wholesale seeds.

BALTIMORE, MD.

Scarlett & Co., Wm. G., whse. seed merchants.
 Simpson & Co., W. A., seed merchants.

BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses.
 McClinton & Co., wholesale, export & import.
 McCausland, Samuel, ryegrass and dogstail.

BUFFALO, N. Y.

Craver-Dickinson Seed Co., field seeds.

CHICAGO, ILL.

American Mutual Seed Co., field seeds.
 Dickinson Co., The Albert, seeds.
 Illinois Seed Co., The, grass and field seeds.

CRAWFORDSVILLE, IND.

Crawfordsville Seed Co., seed merchants.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

FARIBAULT, MINN.

Farmers Seed & Nursery Co., seed merchants.

GIBSON CITY, ILL.

Noble Bros., whse, seed merchants.

INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers.

KANSAS CITY, MO.

Missouri Seed Co., who. exp. and imp.
 Peppard Seed Co., J. G., wholesale seeds.
 Rudy-Patrick Seed Co., wholesale seeds.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, field seeds.
 Lewis & Chambers, field seeds.
 Louisville Seed Co., clover & grasses.

MACON, GA.

Georgia Seed Store, field and garden seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.

Milwaukee Seed Co., wholesale seeds.

MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds.

Minneapolis Seed Co., seed merchants.

Northrup, King & Co., wholesale seeds.

NEW YORK, N. Y.

Radwaner, I. L., field & grass seeds, exp. impts.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse. field sds.

ST. LOUIS, MO.

Kaercher-Schisler, F. & G. S. Co., seed merchants.

TOLEDO, OHIO.

Crumbaugh-Kuehn Co., alsike, timothy, alfalfa.
 Hirsch, Henry, clover, alsike, timothy, alfalfa.
 The Toledo Field Seed Co., clover, timothy.

FOUR THINGS

the advertiser considers before an advertisement is placed:

CIRCULATION QUALITY INFLUENCE RATES

The GRAIN DEALERS JOURNAL guarantees its CIRCULATION; boasts of the QUALITY of its circulation; has succeeded because of its INFLUENCE, and pays advertisers because its RATES are reasonable.

SEEDS FOR SALE—WANTED

SEEDS WANTED.

WANTED good rye, mail sample and quote best price your track. Seville Milling Co., Seville, Ohio.

WE ARE operating a branch at Mobile, Ala., Post Office Box 868, with A. T. Kerr, as General Manager. We desire correspondence with responsible shippers of grain; will sell wholesale trade in car load lots. Lyle & Lyle, Huntsville, Ala.

CLOVER INVESTORS

Southworth's Weekly Review summarizes the week's high-lights in clover as reflected in world's leading market. Sample copy on request. Complete hedging, investment, consignment service in clover, alsike, timothy. **SOUTHWORTH & CO., Toledo, Ohio**
GRAINS—SEEDS—PROVISIONS

Samuel McCausland, Belfast, Ireland
Cleaner and exporter of finest Perennial and Italian Ryegrass seeds, Crested Dogstail seed, etc. Importer of Clover and Natural grass-seeds.
Cables, "Shamrock, Belfast." A B C Code, 4th and 5th Editions.

CRABBS REYNOLDS TAYLOR CO.
Crawfordsville, Ind.

**GRAIN
CLOVER AND TIMOTHY SEEDS**

Get in touch with us.

FARM SEEDS WANTED

We are in the market and prepared to pay cash for any quantity of Timothy, Clovers, Timothy and Clovers mixed, Millet and Sudan Grass—also other field seeds. Send us samples, description, state quantity you have and quote cash price per bushel f. o. b. your station. No lot too small nor too large. Address **HYDE SEED FARMS, Pattonsburg, Mo.**

CRAVER-DICKINSON
SEED COMPANY

Buffalo Binghamton

Buy and Sell
**TIMOTHY
CLOVER
ALSIKE
ALFALFA
POP CORN**

Immediate Shipment

NEW CROP CRIMSON CLOVER
Sand, Winter or Hairy Vetch
Dwarf Essex Rape
Fancy Grasses

WM. G. SCARLETT & CO.

Wholesale Seed Merchants
and Importers

Baltimore, Maryland

Send us samples new crop Red Clover, Alfalfa, Alsike, Timothy or seed grain from your vicinity.

SEEDS WANTED.

MILLET WANTED—Hog and Early Fortune. P. L. Zimmermann Co., St. Louis, Mo.

WANTED—Sudan Grass Seed. Will buy car loads or less pure seed. State quantity you have and price wanted. Address Price, Box 8, Grain Dealers Journal, Chicago.

HENRY HIRSCH

**WHOLESALE FIELD SEEDS
CLOVER—ALSIKE—TIMOTHY—ALFALFA**

Our Specialty
All Other Field Seeds
TOLEDO - - OHIO

THE HORN BROS. CO.

(Incorporated)

MONROEVILLE, OHIO

In the market for shelled and ear corn, also oats. Quote delivered prices.

MINNEAPOLIS
SEED
CO.

DISTRIBUTORS



FIELD SEEDS

TIMOTHY and MILLET Our Specialties

CRAWFORDSVILLE SEED CO.

Crawfordsville, Ind.

CLOVER
WANTED

Mail samples of identical lots

WE WISH TO BUY Red, Alsike and Bastard Clovers, Timothy, Cocksfoot, Meadow fescue. John Lytle & Sons, Ltd., Belfast, Ireland.

WE BUY AND SELL

Wheat Screenings, Cane Seed, Salvage Wheat, Kaffir Corn. Write or wire for prices.
HENRY LICHTIG & CO., Kansas City, Mo.

RED CLOVER

Timothy - Seed Corn - Alfalfa
EDWARD BARTLING SEED CO.
NEBRASKA CITY, NEB.

Milwaukee Seed Company



WHOLESALE SEEDS

LONG DISTANCE TELEPHONE GRAND 672 and 673

104-106 WEST WATER STREET

MILWAUKEE, WIS.

Buyers and Sellers

Medium Mammoth Alsike,
White Alfalfa, Timothy, Grasses,
etc.

Mail Samples

Ask for Prices

"The Live Clover House"

FIELD **SEEDS** GRASS

Poultry Feeds

Timothy
Clover
Alfalfa
Millets

Cane
Kafir
Popcorn
Lawn Grass

The Albert Dickinson Co.

ESTABLISHED 1855

Minneapolis

Chicago

EXPORTERS and IMPORTERS
Ask For Prices
RADWANER
RED CLOVER
ALFALFA
WINTER E. RAPE
WHITE CLOVER
ALSKE
NATURAL GRASS
ENGLISH RYE
RED TOP
83-85 Water Street
NEW YORK CITY
I. L. RADWANER

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

SUNFLOWER SEED carlots and less. Eberts Grain Co., Nabb, Ind.

FOR SALE—German Millet for sale in car lots or less; correspondence solicited. D. H. Clark & Sons, Galt, Mo.

SOUTHWESTERN FIELD SEEDS are our specialty. Local and car lots. High bred seed corn, cotton seed, seed oats, Sudan Grass, millet, etc. Box G. 38, FERGUSON SEED FARMS, Sherman, Texas.

SEEDS FOR SALE.

TIMOTHY SEED, and Red Clover, car or less carlot. J. B. Leveille, Eyota, Minn.

FOR SALE—Hog and Golden Millet, car lots. John E. Speltz, Venango, Neb.

WRITE US for prices on black amber cane. We live where it grows. Sharp Bros., Healy, Kan.

FOR SALE—Black Hills Alfalfa seed. Price and sample on request. Brookside Farm, Buffalo Gap, S. Dak.

SEEDS FOR SALE.

SUNFLOWER SEED for sale. P. L. Zimmerman Co., St. Louis, Mo.

FOR SALE—New crop Timothy and Red Top Seed in car lots. Ask for prices and samples. J. M. Schuitz, Dieterich, Ill.

PERENNIAL Rye Grass, Italian Rye Grass and Crested Dogstail. Highest grades; re-cleaned and tested. C. I. F. U. S. Ports. Samples and offers on request. McClinton & Co., Belfast, Ireland.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio

LOUISVILLE SEED COMPANY

INCORPORATED
LOUISVILLE, KY.

Headquarters for

RED TOP AND ORCHARD GRASS

BUYERS AND SELLERS
OF ALL VARIETIES FIELD SEEDS

WINTER VETCH

NEW CROP MICHIGAN GROWN
YOUNG-RANDOLPH SEED CO., Owosso Mich

SUNFLOWERS

For Mixed and Poultry Feeds. Car lots or less. Write us.

SOUTHEAST MO. GRAIN CO.
MALDEN, MO.

In the American producing district.

FIELD SEEDS

AND ONION SETS

WE BUY—WE SELL

HARDIN, HAMILTON & LEWMAN
Louisville Kentucky

THE CRUMBAUGH-KUEHN CO.

TOLEDO, OHIO
We pay top prices for seeds. Your track or Toledo. Send samples.
Samples, prices and our market letter upon request. Cash and futures.

CLOVER

ALSIKE TIMOTHY ALFALFA

THE W. A. SIMPSON CO.

BALTIMORE, MD.

"CLOVER SEED"

"SUNFLOWER," "D. E. RAPE" GRASSES

Write us for prices—carloads or less.

FARMER SEED & NURSERY CO.

FARIBAUT, MINN.

Always in the market for Timothy, Clover, Alfalfa, Kentucky Blue Grass and other Farm Seeds. Write us with samples.

The Mangelsdorf Bros. Co.

Sweet Clover, Alfalfa,

Soudan Grass, Millet, Rape.

ATCHISON

KANSAS



"In the Heart of
the Seed Trade"

The Illinois Seed Co.

349-369 E. No. Water St.

CHICAGO

OUR NEW PLANT HAS NOW BEEN COMPLETED. We are equipped with better cleaning machinery, of larger capacity, than ever before; our storage capacity has been increased; and our switching and dock facilities enable us at all times to give your requirements immediate attention.

WE BUY WE SELL

GRASS AND FIELD

SEEDS

SEND OR ASK FOR SAMPLES TODAY OF

TIMOTHY
RED CLOVER
ALSIKE
ALFALFA

SWEET CLOVER
WHITE CLOVER
RED TOP
SUNFLOWER

MILLETS
HUNGARIAN
FIELD PEAS
SEED GRAIN

THE AGITATION FOR AN EMBARGO ON WHEAT

SOME of the nervous citizens of the United States of America have proposed that an embargo be placed upon Wheat by The President to prevent its exportation. There may be some question as to the legal rights of the Executive to place an embargo upon Wheat, but there can be no question concerning the moral or humanitarian rights in this important matter.

The only possible result which could come from placing an embargo on Wheat would be to cause suffering among those men, women and children who are not at the battle front. The battling armies will be fed.

We do not believe that any one who has made a study of the situation will attempt to controvert the fact that the United Kingdom and Europe will get bread whether or not we export our Wheat.

The Australian crop, for instance, which is only 15% under normal this year, has hardly been touched on account of its distance from Europe.

In round numbers, we had a surplus of 100,000,000 bus. of old Wheat which we carried over from last year's crop, to export. Our crop this year, we will say, is 40,000,000 bushels short of our require-

ments. This leaves a theoretical surplus of at least 60,000,000 bushels, only about half of which has been exported, for foreign demand. Therefore, to place an embargo on Wheat would simply undermine present prices, which are most profitable to the farmer.

Agricultural commodities are cheaper today than any of those other products which we have been exporting in such tremendous volume. Why shouldn't the farmer get the benefit of present prices when every other product is high?

At any rate if it develops in the Spring, that there will be an actual shortage of wheat, there will be time enough then to talk about an embargo. Certain it is that there is no necessity now for talking embargo, especially when bread in England is cheaper than in the United States, and they are eating our wheat.

As a matter of good business, we should oppose the growing sentiment for an embargo which is being manufactured by those directly interested in lowering bread prices—the cheapest food on earth today, even with wheat at \$2.50 per bushel.

This company, therefore, believes that the Farmers' Grain Dealers' Associations,

State Grain Dealers' Associations, and grain men generally, should be alive to the present situation. If any good could come out of an embargo to the people as a whole, then it would be a different matter, but the material lowering of wheat prices would not affect the cost of bread to such an extent that any laboring man, no matter for what pittance he works, would notice the difference in his living expense. Bread with Wheat at \$2.50 per bushel is still the most wholesome and the cheapest food we have.

New Corn.

It may be that New Corn is being used extensively for the manufacture of meal to make corn bread, at least we know that Corn prices are comparatively high, and that those who rush their shipments to market now are securing extraordinary premiums for their enterprise.

When you have a shipment of corn ready, wire us your best offer during the market session, at our expense.

The excellent facilities which we possess for handling any kind of an order, offer or consignment, are at your disposal.

We want your business and you need our superior service.

J. ROSENBAUM GRAIN CO.

(Incorporated)

CHICAGO

Terminal Elevators: KANSAS CITY

FT. WORTH, TEXAS

J. ROSENBAUM GRAIN CO.

119 Produce Exchange Bldg., New York, N. Y.

J. ROSENBAUM GRAIN CO.

826 Gravier St., New Orleans, La.

J. ROSENBAUM GRAIN CO.

Galveston, Texas

J. ROSENBAUM GRAIN CO.

Omaha Grain Exchange, Omaha, Neb.

GRAIN DEALERS JOURNAL

[Incorporated]

Published on the

10th and 25th of Each Month at

305 S. La Salle Street, Chicago, Ill.

Charles S. Clark, Manager.

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To United States, semi-monthly, one year, cash with order, \$1.50; two years, \$2.75; three years, \$4.00; single copy, 10 cents.

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A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING

value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms or for advertising a fake or a swindle.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

QUERIES

for grain trade information not found in the Journal are always welcome. Address "Asked-Answered" department. The service is free to all.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, NOVEMBER 10, 1916

CUPID is serving the grain trade with more of his little darts than is customary, ten grain men being reported in this number as joining the ranks of the benedicts. Look out, you may be next.

HOLLAND has seized its entire wheat crop and set the price at 57 shillings per quarter, so that none of her wheat will be exported. In the meantime the wise-acres who persisted in predicting the opening of the Dardanelles many months ago, are still wondering why Russia's mythical wheat surplus does not get out some other route and take advantage of the record high prices.

"NON-BUSINESS days" is an ambiguous term used several times in the Rules and Regulations for the administration of the Grain Standards Act, which is likely to cause many misunderstandings. Legal holidays can not be considered business days, so grain dealers doing business in distant states must keep posted as to the legal holidays of those states in order to know their rights and obligations. If all states had the same holidays the term "non-business days" would have the same meaning everywhere.

MAY WHEAT passed the two-dollar mark in Toledo, Minneapolis and Duluth today, and every advance fills additional farmers with a resolution to increase their acreage of spring wheat next spring.

ADVOCATES of the type of grain car with doors in the roof have the satisfaction of seeing at least one railroad press temporary equipment of this kind into service. The only item which appears to be in favor of an extensive use of this equipment is found in the elimination of breathing dust while loading, but so many disadvantages are pointed out in this number that it is doubtful if even the most enthusiastic "doors in the roof" supporters will continue in their demands for a general adoption of their pet theory.

PLACING a small box on a large car frame does not increase the cubic dimensions of the box, altho the railways seem to be certain that it is practical to base grain carrying capacity of box cars on the strength of the frame. Shippers owe it to their business to familiarize themselves with the new carload minimums, published elsewhere in this number, which have been adopted by the carriers in the central freight association territory and which no doubt will eventually be adopted by some of the western roads. Hereafter when any car is loaded to within three feet of the roof it will be considered to have been loaded to its capacity. In seasons when shippers have an abundance of light weight grain to load out this will relieve them of the necessity of paying freight on a weight of grain they could not load into the car and at the same time it will facilitate the inspection and handling of the grain at terminals.

IN THESE dismal days of distressing dishonesty and courtly cowardice in high places it is common practice for the cheap politician and the blatant demagogue to make vicious attacks upon "the predatory trusts and the greedy corporations," but occasionally their eagerness for votes leads them into making more definite attacks upon well established forms of business as was done by one of Wisconsin's Senators recently. The essence of his infamous slander of the grain trade is incorporated in the commendable protest of the Milwaukee Chamber of Commerce, published on page 629 of last number of the Journal. Grain dealers who enjoy being branded "*parasites who cheat growers on grade and weight*" shud write Senator LaFollette regarding his proposed elimination of the middlemen and demand a retraction or proof of his false charges. The grain trade cannot afford to permit itself to be used as a scarecrow to drive the unposted voters into the camps of political charlatans.

RANKIN, ILL., believes in fire prevention to such an extent that it has refused a grain dealer a permit to rebuild his frame elevator, recently destroyed by fire. This is going one step further than the Grain Dealers Fire Insurance Co., which recently discontinued writing insurance on shingled roofs.

BEET SUGAR manufacturers are being assailed in the farm press for not paying the grower of beets a price commensurate with the big advance in the price of sugar; but the growers have the remedy in their own hands, by diverting their acreage into grain, thereby receiving the full benefit of rising prices.

AN EMBARGO on the exportation of breadstuffs would have been declared long ago, had the demands of the bakers been met. It is perfectly natural for the bakers to make this demand, but very short-sighted for anyone else to give serious consideration to such a thing, because an embargo on the exportation of wheat and wheat flour would result in such a reduction in the prices ruling in United States markets that farmers would quickly turn their energies to the production of other products, which will net them the prevailing war prices. The ultimate result would be that the people would have to pay more for their bread next year and the year after than they will on account of the very short crop of 1916. An embargo, while it might cause a temporary slump in United States prices, would surely result ultimately in a reduced production and higher prices than ever.

THE FIGHT of the grain trade against the railroads' deduction of $\frac{1}{4}$ of one per cent on corn and $\frac{1}{8}$ of one per cent on small grains, to allow for so-called natural shrinkage, is meeting with success in different quarters, and some railways are disposed to withdraw their tariffs in this matter. The corn and oats of the 1916 crop in some sections are so dry as to be more liable to absorb moisture than to lose weight by reason of evaporation. Grain shippers everywhere who have been refusing to permit dockage to allow for the so-called natural shrinkage to settle their claims, will be pleased to learn that the attorney for the Council of Grain Exchanges has perfected an arrangement with some of the western roads whereby the roads have agreed to pay all shortage claims in case the pending litigation is decided against them. In other words, they will deduct for the so-called natural shrinkage from the shippers' claims for loss in transit and refund the amount of the deduction later if the case is decided in favor of the shipper. So shippers will be able to settle their shortage claims without prejudice as to the full amount of their claim.

THREE railroads have just started suit in different states for an interpretation of the Adamson law before it goes into effect. Their efforts to clear up the clouds hanging over this hasty legislation have the endorsement of shippers who can not afford to have the business of the country tied up in a general strike.

FIRES—Nineteen fires within the last two weeks have destroyed elevator property valued at more than \$430,000, many of which might have been saved had certain hazards been corrected. Three of the fires, one resulting in a conflagration which wiped out an entire country town, were the result of sparks from passing locomotives finding lodging upon shingled roofs. Others were caused by lightning, friction in the cupola, incendiary and spontaneous combustion of damp coal in the unventilated coal sheds. It is gratifying to note that a greater effort is being made to determine the cause of each fire, making it possible to intelligently direct the work of correction.

GRAIN SHIPPERS everywhere will be pleased to know that the William Nading Grain Co., of Shelbyville, Ind., has again secured judgment on 12 claims against the railroad, which date back as far as 1905. Most of the claims were for corn which deteriorated on account of unreasonable delay in transit. The other claims were for shortage of grain in shipments caused by stealage and leakage. Ordinarily the railroad company will wear out the shipper by delay and court technicalities, but in this case the shipper's persistence won out. If every shipper would stand for his rights and insist on having all of his grain delivered at destination in good condition, more care would be exercised by the carriers in handling grain and less of it would be accepted when the railroad officials knew that prompt delivery could not be made.

DEFIANCE OF ECONOMIC LAWS invariably reacts against those who would set aside commercial principles. An example is the attempt of the nations at war to control the price of wheat. Their apparent success in cutting down the amount the farmer could ask for his crops already grown, now is being followed by reductions in acreage by the growers in self-defense. Any student of political economy would have forecasted this result. Now France is offering bonuses to growers per bushel and for increase in acreage. If the growers had a guaranty that they would be permitted to sell their crops for all that they could obtain subject only to the natural law of supply and demand the acreage would have been increased without artificial stimulus. Here is a lesson for those who would embargo exports of wheat and flour from the United States.

AWARDING PRIZES for the best fields of grain rather than for the best bushel, as is now done by grain shows the country over, is the suggestion of a grain dealer which merits the consideration of the trade. Increasing the yield and quality of an entire field will benefit the grain trade far more than inducing the farmer to pay particular attention to a small patch of ground upon which he grows his prize grain, and for this reason grain dealers everywhere should favor the change.

WEED SEED constitutes such a large percentage of the grain shipments to Canadian terminals, that the Seed Division of the Canadian Government has conducted an extended investigation, with the result that it has learned that 40 per cent of the weed seeds removed from grain at the terminal elevators consists of fine seeds which could easily be removed with a zinc screen having small perforations. In other words, if country elevator men would remove this fine weed seed they would save the freight on 40,000 tons and obtain a better grade on many of their shipments. If they will keep all the weed seeds at home and grind them up with off-grade grain, they could realize a handsome profit from the offal, or if not disposed to grind up the refuse and find a market for it as a feedstuff they could keep it until they had a carload and ship it to a feedstuff manufacturer at a profitable price. It costs more to leave the screenings in the grain than it would to remove it. In other words, the grain shipper would realize a profit both ways by taking it out.

SOME OF THE eastern trunk lines have so amended their embargoes against grain to Atlantic seaports that a shipper cannot obtain cars into which to load out his grain unless he furnishes ample proof to the carrier that the grain is destined for a vessel in waiting at the port to which it is billed. In other words, the shipper or his agent must obtain confirmation from the exporter who has cargo room engaged, to convince the carrier that the grain will not be delayed at the port, but will be sent right thru to the ocean steamer. In the meantime grain long since on the side tracks at the terminal is held in order not to interfere with the grain billed to a "waiting steamer." Such an unjust regulation is sure to force the grain business of the Atlantic ports into the hands of a few exporters, and in utter disregard of the rights of the trade at large. The hearing held at Baltimore last week, an account of which is published elsewhere in this number, should give the Interstate Commerce Commission ample evidence to justify the prompt suspension of any embargo which does not bear equally upon all sections of the trade.

BROKEN CONTRACTS by farmers who persist in selling grain for future delivery, so as to protect themselves against decline in the market, and then refuse to deliver on their contract after the market has advanced above their selling price, have made so much grief for elevator men in the neighborhood of Onawa, Ia., that several heated conferences have been held by the trade recently, in an effort to stamp out the abuses resulting from verbal contracts for farmers grain. The advancing markets have made it so profitable for the farmers to break their contracts with the country elevator man that few contracts are now fulfilled. There is no necessity for any country elevator man entering into verbal contracts for the future delivery of farmers grain. Written contracts give both parties a clear understanding of what is intended by the other, and protect each from losses resulting from the other's failure to abide by the terms of the contract. It is the only safe way to do business in these days of wild markets. The country elevator man would not think of giving his neighbor dealer a put for 10,000 bushels of grain without requiring him to place it in writing, and charging him a handsome price for the privilege, but when it comes to contracting for grain with the farmer, the elevator man seems to lose all caution and reason. At such times as the present a verbal contract with a farmer has little value and should not be tolerated.

Weight and Moisture Test.

Moisture testing equipment and tester kettles for accurately determining the weight per measured bushel of different kinds of grain will be more necessary to the grain dealer when the new Federal Grades go into force than ever before; in fact, no dealer who handles much grain will be able to do business without such equipment and a true knowledge of its proper use. It developed at the recent meeting of the Ohio Grain Dealers Ass'n, an account of which is published in this number, that much of the variation between the different moisture tests on the same grain was due to carelessness in making tests. Unless the size of the sample and the conditions surrounding the testing apparatus, as well as the method of handling it, are uniform, uniform results cannot be expected from different moisture tests.

The varying test weights obtained by the same men when using the same testing kettle for determining the weight per bushel of a certain parcel of grain, proves conclusively the necessity of conducting all these tests with greater care. The use of the apparatus described on page 752 of this number should make the results obtained from the testing kettle more reliable.

The Administration of the Grain Standards Act.

The final draft of the rules and regulations by the Secretary of Agriculture, for the administration of the Grain Standards Act, has been issued as Circular No. 70, and are effective at once. The regulations provide for the licensing not only of the inspectors now employed by the established grain inspection authorities, but also by others who may take the examination provided by the department. It seems very likely that most of the inspectors now grading grain in the different terminal markets, will be licensed by the Department of Agriculture to grade corn under the new rules and to issue certificates of inspection. Some of the chief samplers identified with the sampling bureaus of the different distributing markets will also take out licenses to inspect interstate shipments. It does not seem possible, however, that licensed inspectors, who are not identified with either the grain inspection department or the sampling department of the different markets will be able to work as a free lance in that market, as it will be difficult for such inspectors to obtain sufficient business to earn a living.

The regulations forbid that an inspector shall be in the employ of any person or corporation owning or operating a grain elevator or warehouse, or be directly or indirectly interested in any grain elevator or in the merchandising of grain.

In the hope of keeping the grading of the licensed inspectors uniform thruout different sections of the country, Federal Supervisors will be stationed at different convenient points, for the purpose of considering appeals from the grading of the licensed inspectors, and the supervisors, after a careful investigation, shall issue a grade memorandum which shall be the final grade memorandum, unless the party to the appeal objects to the grade, in which case samples and all evidence shall be immediately submitted to a Board of Grain Supervisors, who will apply such tests to the samples submitted as shall be necessary to determine the true grade of the grain.

The forty-nine pages of rules and regulations will require not only close study upon the part of the members of the trade to determine their effect on the business of different dealers, but will also need a practical tryout in daily business to prove their worth in securing uniform rules and uniform grading thruout all sections of the country. In consulting with different members of the trade, to assist in drafting tentative rules, and in granting hearings on the tentative draft, the Department has shown a disposition to consider carefully the interests of all sections of the trade, and a desire to secure the desired uniformity with as little

interference with established grain trade customs, practices and grading authorities as possible.

At present the rules and regulations will apply only to the grading of corn, but after the grades for the other grains have been promulgated, it will still be possible for dealers to ship grain in interstate commerce without having it graded by a licensed inspector. Such trade between points having licensed inspectors may be conducted in private grades or by type samples. However, the trade has striven to obtain uniform rules and uniform grading for so many years that its members will no doubt use the Federal Grades both in intrastate and interstate commerce exclusively, unless experience proves the grades and the grading to be impracticable and unsatisfactory.

The Car Shortage.

The car situation is said to be the worst in the history of the country, and, notwithstanding the railroads seem disposed to make every effort to keep each car actively employed in the transportation of freight, many unnecessary abuses are being unearthed daily. At the car shortage hearing at Louisville this week, Michigan buyers of coal from different sections of the state disclosed the fact that while they were unable to obtain deliveries of coal at old-time contract prices, they were able to secure prompt shipment by paying five and six times more for coal than they had contracted to pay. It seems that coal brokers have much coal in cars at reconsigning points, and they are taking advantage of consumers whose needs are urgent. No doubt the reconsigning privilege is being used in other lines of business to tie up box cars and to reduce the transporting capacity of the railroads.

It will prove fortunate for the shippers generally that the shortage has become so acute, because many different parties at interest are now working to bring about reforms which shall insure permanent relief, and thus prevent a reoccurrence of the present shortage.

Everyone interested has long since recognized that the 45c per diem charged by car owning roads was not sufficient to discourage railroads who were short of cars from confiscating the property of other lines, in fact some lines now have little more than half their cars on their own rails. The stealing of cars has worked such a great injury to some lines that railroad officials are now proposing that the per diem be advanced to \$1.25 a day. It should be made \$5 a day for every day the car is used in the transportation of freight in a direction which could not be construed as "homeward bound."

Another remedy which is expected to effect a material relief is the increasing of the demurrage charge levied upon

shippers and receivers after the first day. Some have suggested that it should not be over \$1 per day for the first three days, \$2 a day for the next two days, \$3 a day for the next two days, \$4 a day for the next two days and \$5 a day thereafter. With an increasing demurrage charge of this character in force, brokers would not tie up cars while speculating on the market.

The American Railway Ass'n, which has recently made a study of the existing conditions on 107 of the railroads, has discovered over 40,000 violations of the car service rules, so it would seem that the railroads are more to blame for the present car situation than anyone else. If they would enforce old rules and adopt many new ones, they could greatly increase the earning power of their rolling stock, where it now seems certain that they are not transporting near as much freight as could be carried if all equipment was used to its capacity.

Grain shippers who discover infractions of traffic regulations resulting in delay of freight or equipment, owe it to themselves and the shipping public to take it up with the Interstate Commerce Commission, and with the traffic officials of the road at interest. Let everyone at interest work for improved conditions.

Fixed Principles for Arbitrators.

Personality should not figure in arbitration. Parties to a controversy should feel that the decision of the arbitration committee depends upon fixed principle of justice and not so much on the personal views of the gentlemen who may happen to constitute the arbitration committee.

We all know that the men composing the arbitration committees are high-minded and can be trusted to do their best to deal out justice. The losers in an arbitration case are satisfied that the ruling is the best judgment of the committee. But this is not enough. In addition the members of the grain dealers ass'ns need an establishment of the principles controlling the adjudication of differences that will enable the grain shipper applying for arbitration to positively forecast the decisions, *if the facts are as understood by himself*. Otherwise arbitration degenerates into compromise.

Facts being the same, decisions should be the same; and not, as in a recent Texas arbitration, where two members of the committee filed one opinion and the minority filed another diametrically different opinion, the executive committee of the Ass'n disposing of the case finally by reversing the decision and adopting that of the minority.

To improve the work of its arbitration committees and to give their decisions a permanent and cumulative value as a guide to grain merchants in conducting their business the trade should avail itself of assistance from trained legal minds in ruling upon the purely legal aspects of contracts, leaving the arbitrators only the task of ascertaining the essential facts. Such a composite plan of arbitration has recently been worked out successfully by the Chicago Ass'n of Credit Men and is well worthy the study of the grain trade.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Who Is Entitled to Car?

Grain Dealers Journal: A puts in a written order with the railroad agent for a 60,000 capacity car on Oct. 10. B puts in an order for four 80,000 capacity cars.

A few days later B's elevator is filled with grain and can not take another bushel. A carload of coal is set in for B and this car is a 60,000 capacity car.

Whose car is it, A's or B's? It is just as necessary for A to get cars as B. I would like to have the opinion of brother dealers in the next Journal.—A. R. Uecker, Carbury, N. D.

Can Grain Elevator Man Insure His Storage Charges?

Grain Dealers Journal: We store considerable grain for farmers and aim to protect them against fire loss by keeping all grain in our elevator insured. In case the elevator and the entire contents were completely destroyed, no doubt the farmers whose grain we store would strenuously object to our deducting from the value of their grain at the time of the fire the storage charges accrued against the grain. We tried to get our local insurance man to write us a policy in one of the strong, stock companies covering the storage charges, as well as the value of the grain, but he failed to get us what we wanted. We would be pleased to know whether or not such a policy is being written and if so by whom. If there are any objections to such a policy we would be pleased to know what they are.—F. & J.

Ans.: Communicate direct with any of the mutual fire insurance companies specializing in grain elevators and their contents. (See advertisements inside back cover of this number.)

Another Nail in the Coffin of Natural Shrinkage.

The last two of the railroad companies in Illinois to hold out for natural shrinkage, the Rock Island and the Burlington, have surrendered. In a tariff Supplement No. 4 to 3662-F effective Nov. 6, the Burlington announced that under authority of the Illinois Public Utilities Commission the Western Trunk line tariff making the natural shrinkage deduction would not be enforced in Illinois on traffic within the state.

The two roads mentioned were willing to drop the natural shrinkage deduction in Illinois, and the Commission simply gave its permission.

I CANNOT do without the Grain Dealers Journal.—Stanley Jackson, mgr. Farmers Equity Elevator Co., Moselle sta. (Wyndmere p. o.), N. D.

WE CAN NOT get along without the Grain Dealers Journal.—L. E. Wise, mgr. Colon Grain & Stock Co., Colon, Neb.

Grain Embargo Hearing at Baltimore.

The Interstate Commerce Commission had a hearing in Baltimore Nov. 1st and 2nd on the complaint of the Baltimore Chamber of Commerce against Baltimore railroads because of—

Insufficient elevator facilities,
Discrimination against corn,
Discrimination through modified embargoes.

The corn business of Baltimore which is ordinarily very heavy, amounted to but little last season account of continued refusal of the railroads to accept corn freely.

The Pennsylvania Railroad and Western Maryland Railway have for several months allowed export grain to come forward when satisfied that same would not be unduly delayed at the Seaboard, the plan calling for proof to railroad representatives in Baltimore of definite steamship engagement and near approach of vessel. This, the modified embargo plan, compared with absolute embargo, has created unfavorable comment and unsparing criticism, because it has left the railroad facilities for use by the exporters alone, while the commission men and receivers with long established trade relations in the west have been out of business except as circumstances made it possible for them to obtain permits from exporters.

The hearing disclosed a breadth of view highly commendable to the exporters and the relation this market bears to the entire shipping community.

Mr. Geo. S. Jackson of Gill & Fisher testified that while his personal interests would be advanced by the modified embargo plan, he felt that continuance of it would result in the gradual concentration of the Baltimore grain business into the hands of a few exporters and this he did not consider would be favorable for the Baltimore market.

He explained the satisfactory relations the commission men and receivers bear to the exporters and stated that continuance of the former plan of grain coming freely from Maryland, Pennsylvania and other nearby states, as well as from the middle west and beyond, coupled with round lots from grain centers, was unquestionably a fairer and better plan for all concerned, than the one that would prevail by continuance of the modified embargo.

Mr. E. F. Richards of John T. Fahey & Co., supported this view, adding that as an exporter, he would doubtless derive an advantage from the modified plan, but feeling that it would not be a good thing for the market, was opposed to it.

President James C. Legg, L. J. Lederer, J. Barry Mahool of Frame, Knight & Co., Jos. M. Warfield of Thos. S. Clark & Sons, and Oscar Gibson of C. P. Blackburn & Co. also supplied testimony in support of the complaint, while from the West Mr. M. F. Murphy of Central Elevator Co., Springfield, Ill., Mr. Leroy Urnston, Indianapolis, Ind., and Mr. E. M. Crowe, Piqua, O., testified in support of the complaint from the standpoint of the western shipper.

Examiner LaRoe was most attentive and frequently questioned witnesses, in order to have all pertinent facts disclosed.

The railroads submitted figures showing conditions of grain and other commodities and both the Pennsylvania and Western Maryland Railroads expressed

preference for the modified embargo compared with the absolute.

The Baltimore & Ohio Railroad has not adopted the modified plan. Its General Superintendent of Transportation, Mr. J. R. Kearney again drew attention to the activities of some grain shippers who finding an embargo about to be placed, urged shippers to get all possible grain forward before the embargo was placed.

The railroad mind cannot recognize the propriety of such a course, altho completed contracts and avoidance of expensive ocean demurrage were involved.

Examiner LaRoe extended the hearing and held evening sessions, in order to hasten completion of the record.

It was gratifying to Baltimore to have expressions of favoritism of this port made and with the increased elevator capacity of the Western Maryland to present figures of 2,000,000 bus. with further enlargement possible and with the new export elevator the Pennsylvania Railroad has begun to build of 5,000,000 bus. capacity, coupled with the 2,500,000 bus. available by the Baltimore & Ohio, the future is faced with increased confidence on the part of the Chamber that Baltimore will continue to be recognized with its full share of domestic and export grain.

Rates of Duty on Imports of Breadstuffs.

The rates of duty on breadstuffs entered for consumption into the United States under our present tariff are as follows:

Rye, grain and flour; corn, grain and meal, and buckwheat, grain and flour are admitted free.

Wheat in grain form and crushed, wheat bran, flour, semolina and screenings are free of duty, except when imported from a country, dependency or other subdivision of government which imposes a duty on wheat, wheat flour or semolina imported from the United States, when the duty is 10c per bu. on grain, 10% of the value on crushed, 10% on bran, 45c per bbl. on flour, 10% on semolina and 10% on screenings.

The duty on barley is 15c per bu. on grain, 15% on flour, 1c per lb. on pearled, patent or hulled, and 10% on screenings. The duty on oats is 6c per bu. on grain, 15% on crushed, 8c per 100 lbs. on hulls and 30c per 100 lbs. on oatmeal and rolled oats.

On rice paddy, or rice having the outer hull on, the duty is 3/8c per lb., on uncleaned rice, or rice free of the outer hull and still having the inner cuticle on, 5/8c per lb., on cleaned, 1c per lb., except from Cuba (by reciprocity treaty) when the duty is 1c per lb. less 20%, on flour, meal and broken rice, which will pass thru a No. 12 wire sieve, 1/4c per lb.

The duty on beans and lentils is 25c per bu., but a reciprocity treaty with Cuba admits that product from there at the rate of 25c per bu., less 20%.

Our Callers

Frank O. Flitton, New Harmony, Ind.

Geo. B. Marble, Sturgis, Mich.

H. E. Elgert, of J. A. Manger & Co., Baltimore, Md.

J. M. Cook, Pine Bluff, Ark.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Can Not Separate "Wild Peas" from Wheat

Grain Dealers Journal: Some dealers are unnecessarily alarmed about wild peas in wheat. For several years we have had more or less wild peas in wheat, as well as other grains, and this in other sections of the country as well as Minnesota. I think, however, the last crop was a little worse than usual in this respect, and not only wild peas, but other foul seeds have been very plentiful, and wild oats unusually so.

Our wild pea district is mostly in Minnesota tributary to M. & St. L. R. R. and this territory is not a large one in extent. From this particular territory wild peas have been grown for a number of years to my certain knowledge. Quite a few handlers of grain in this particular territory have applied to various machine builders for help to separate the wild peas from wheat, but I do not understand any machines are built as yet which are practical to use, as machines which will really make the separation are extremely slow, and to get reasonable amount of capacity half of the wheat will go with the wild peas.—Yours truly, A. F. Shuler, Minneapolis, Minn.

Prize Fields Should Be Rewarded.

Grain Dealers Journal: While at the Bloomington Corn Show I was surprised at the amount of money given as prizes to exhibitors. The awards were so large that hundreds of farmers were encouraged to send in their choicest bushels or lots of 10 ears, with the result that the show was one of the most successful ever staged. But I believe the grain trade of the state would profit more if prizes were awarded for the best 40 or 80-acre field of corn, both quality and quantity considered.

To display a few well developed ears does not encourage a farmer to put his best efforts into an entire field, but rather it may cause a tendency to neglect a section of the land to obtain exceptionally good results with a small patch set aside for the prize grain. County Agents would no doubt gladly act as umpires, measuring the various fields within their jurisdiction.

The grain trade of the state would reap the benefit of a greatly increased production of corn and the farmers would earn much extra money from the sale of the increased production. Smaller awards could be continued for the best bushel or 10 ears, as at present, in order to make an attractive interior for the palace, but I think the big stake should go to the man who produces a prize field. I am interested in learning what other grain men think of the matter.—S. L.

Wants More Private Wires.

Grain Dealers Journal: As traveling representative of a Chicago grain company, which does not operate a string of private wires, I often see grain sold right under my nose to a competitor who can call up his nearest wire office for the latest quotation. Road men for other companies have similar experiences.

If it were possible to induce the Illinois trade to consign their grain for sale we would all be on a par, but we must purchase or contract while at the elevator.

A private wire service could be installed in all grain centers, such as Bloomington, Decatur, Springfield, etc., for the benefit of all traveling representatives of Chicago houses who now have no such service. It is too expensive to fone Chicago every time we want to make a quotation, but with the wires mentioned the average fone call would cost about 20c. The expense of operating these wires, I believe, could be pro-rated, each house sharing in the benefits paying a portion of the expense. The system would more than pay for itself from the start, as it would give us much of the business now going to men who have with-in their reach just the information the shipper seeks.—Jos. B.

MINNEAPOLIS MILLERS have decided to refuse orders for flour not to be delivered within sixty days, fearing a sudden break in the market.

Natural Shrinkage Not Under Jurisdiction of Interstate Commission.

In view of the action of the present Interstate Commerce Commission in reopening the Crouch case involving the right of the carriers to make the natural shrinkage deduction a part of their tariffs a ruling by a former member of the Commission, F. M. Cockrell, should be valuable as a precedent, sustaining the contention of the grain shippers that the Commission can not approve the deduction because it is not properly within their jurisdiction. Mr. Cockrell at Washington Jan. 3, 1910, wrote W. S. Washer, pres. of the Atchison Board of Trade, as follows:

"I invite your attention to the Commission's decision in the case of the Baltimore Chamber of Commerce v. Pennsylvania R. R. Co., having in its tariff a regulation providing that grain received at their elevators would be receipted for at actual unloading weight, but when ordered out a certain deduction from original weight would be made and the weight so found be delivered. It appeared that this deduction was made to offset loss in weight by reason of the evaporation of moisture and the elimination of dirt, chaff, etc.

The Commission held that the practice before it was not a question of rates or a practice affecting rates because the deductions made by the defendant were not deductions of grain, but simply notice that the grain would not weigh so much when taken out of the elevator.

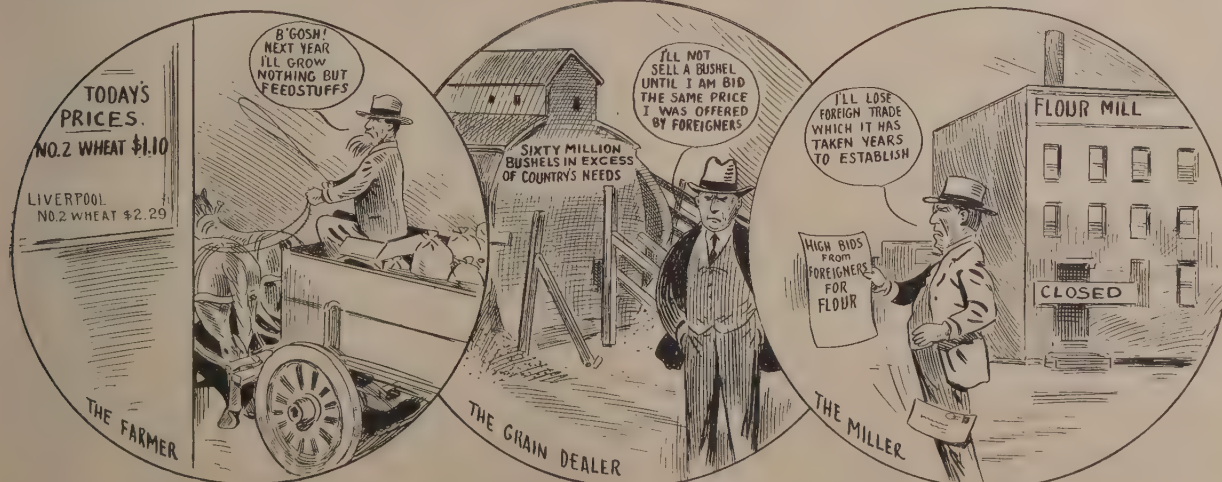
As the practice is not a matter of rates, we see no reason, as at present advised, why the amount of the weight deductions made by the defendant carriers should be published in their tariffs.

In the case you present it appears that the regulation in no way affects the assessment of freight charges, and, following the principle in the case referred to, the question is not one for this Commission. Furthermore, the rule in question applies only to claims for loss of grain in transit, over which class of claims this Commission does not assume jurisdiction.

Considering all the circumstances of this case, the Commission could neither sanction nor condemn the rule.

Commissioner Cockrell's reference to principles is a gratifying recognition of the fact that, while the personnel of Commissions may change, the principles remain the same. What was wrong in 1910 is wrong in 1916.

CHICAGO CONTINUOUS QUOTATIONS are for 5,000-bu. lots, while sales of smaller lots may be going on at the same time an eighth or one-half cent away. Brokers can not always execute a small order at the same price as the 5,000-bu. lots.



Effect of the Embargo on Wheat Exports Demanded by the Bakers and the Women's Clubs.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ARKANSAS.

Pine Bluff, Ark., Oct. 28.—Grain crop about 40% less.—J. M. Cook.

COLORADO.

Denver, Colo., Nov. 4.—Reports from points where they are threshing beans in the non-irrigated territory are much better than expected, threshing out as high as 1,200 lbs. to the acre, where 500 lbs. to 700 lbs. was expected. On account of the immense crop of beans in Colorado a large number of people are buying beans who have no facilities for cleaning them. They are loading in cars direct from the growers' wagons and these beans contain from 2% to 15% dirt, damaged beans, and foreign matter. As these shipments are contrary to our Pure Food Laws they may get some distributors into trouble.—Farmers Grain Co.

ILLINOIS.

Colfax, Ill., Nov. 3.—Corn making 30 bus.; quality good.—Farmers Co-operative Co.

Tuscola, Ill., Oct. 31.—Corn good in this country; will make 40 bus.; quality good.—Rice Ervin.

INDIANA.

La Crosse, Ind., Oct. 28.—Farmers husking corn; yield disappointing; yield short 15% of 1915 crop; quality will be mixed.—A. W. Walls, of Farmers Elvtr. Co.

IOWA.

Mapleton, Ia., Nov. 1.—Grain excellent; weather ideal for corn picking.—N.

Kelley, Ia., Oct. 31.—Have had an exceptionally dry season in this territory; corn was cut short; quality good; yield not more than 70% of normal crop.—P. P. Brendland, agt. Clark Brown Grain Co.

KANSAS.

Ray, Kan., Nov. 4.—Acreage is 15 to 25% increase over previous years; seeding done; promising well; no snow or bad weather; moisture sufficient.—L. H. Thorp, mgr. Farmers Grain & Supply Co.

MICHIGAN.

Saline, Mich., Oct. 28.—Wheat below average crop; lots of light weight stuff; corn is generally poor; oats about ½ crop; no beans and not much buckwheat.—Cool Bros. Grain Co.

Lansing, Mich., Nov. 4.—Estimated wheat yield for state is 16.19 bus.; condition growing wheat 86%, against 83% last year. Estimated corn yield 21.05, against 26.32 bus. last year. Estimated bean yield is 6.71 bus. Total estimated yield wheat, 12,404,710 bus.; corn, 41,840,589 bus.; oats, 52,673,474 bus.; barley, 1,968,684 bus.; rye, 6,008,953 bus.; buckwheat, 666,152 bus.; beans, 2,920,338 bus.; peas, 1,002,073 bus. From correspondents reports of corn and bean acreage not harvested account failure will make about 25% reduction, which will reduce yield of corn to 31,372,183 bus., and beans, 2,192,862 bus.—Coleman C. Vaughan, sec'y of state.

MISSOURI.

St. Joseph, Mo., Nov. 4.—Quality of new corn received appears extra good; some of it nearly dry enough to grade No. 2.—Allan T. West, ass't sec'y Grain Exchange.

MINNESOTA.

Jasper, Minn., Oct. 30.—Considerable more soft and unmerchantable corn being gathered than farmers first thought would be; yield will fall at least 10 bus. per acre less than first estimated.—R. J. Heaton.

NEBRASKA.

Oakland, Neb., Oct. 26.—Crops were good.—Farmers Elvtr. Co.

Ogallala, Neb., Oct. 28.—About 3 in. snow last week; very fine for winter wheat; quality of 1916 wheat good.—Walter C. Nye, formerly agt. Trans-Mississippi Grain Co.

Creighton, Neb., Oct. 31.—Corn picking at its best; making from 20 to 50 bus.—George Stevens.

NORTH DAKOTA.

Mandan, N. D., Oct. 30.—Wheat market has test weight average of 47 lbs.—E. A. Newhauser, agt. Occident Elvtr. Co.

OHIO.

McComb, O., Nov. 3.—Will have 65% of corn crop; quality good.—N. G. Bennett.

Middlepoint, O., Nov. 3.—Have about 75% of crop of corn; quality good.—H. G. Pollock.

Agosta, O., Nov. 3.—Corn 75% average crop; condition good.—Charles O. Barnhouse.

Columbus, O., Nov. 1.—Wheat acreage sown last fall is 1,580,759 acres, compared with 1,930,111 acres for 1915; acreage sown this fall is 99.9% compared with 82% for 1915; estimated acreage seeded for 1917, 1,578,845 acres, compared with 1,592,129 acres last year. Condition 90% against 86% in 1915; average date of seeding Sept. 29, compared with Oct. 2, 1915. Rye acreage sown last fall 64,945 acres, compared with 124,912 acres for 1915; acreage sown this fall compared with last year 91%, against 84% last year; estimated acreage for harvest of 1917 is 59,371 acres, against 104,445 acres for 1915; condition 92%, compared with 88% in 1915. Corn prospect 70%, compared with 92% in 1915. Buckwheat prospect 87%, compared with 93% in 1915. Wheat seeding was generally very late account dry weather and as a precaution against fly. Plant is small and irregular and in many late sown fields there is yet no appearance of plant; has been too dry for favorable growth. Indications now are that plant will go into winter short of growth and tender in condition; moisture badly needed to help growth and strength. Corn husking slow account dry weather.—G. A. Stauffer, sec'y State Board of Agriculture.

OKLAHOMA.

Lone Wolf, Okla., Oct. 25.—Largest crop wheat ever sown in this country.—J. M. Riley, mgr. Fidelity Grain Co.

Sayre, Okla., Nov. 7.—Wheat acreage about double last year; condition excellent; corn and kafir almost failure for 1916.—A. E. Adams, agt. Weatherford Mfg. Co.

SOUTH DAKOTA.

Redfield, S. D., Oct. 25.—Crop light account hot weather and black rust; corn good crop.—Chas. N. McDonald, mgr. Farmers Elvtr. Co.

TEXAS.

Winters, Tex., Oct. 31.—Will be large acreage here the coming year.—McFarland Commission Co.

WISCONSIN.

Trevor, Wis., Nov. 7.—Crops all good except corn, which was poor.—W. M. Curtis.

Milwaukee, Wis., Nov. 6.—The new corn arriving as a rule is dry and of very good quality.—H. A. Plumb, sec'y Chamber of Commerce.

Pepin, Wis., Nov. 8.—Wheat, barley and oats not as good as last year; rye about

same; general average test of barley is 43 lbs., oats 30 lbs., and sp. wheat 56 lbs.—E. M. Erickson, agt. R. E. Jones Co.

Government Crop Report.

Washington, D. C., Nov. 8.—The crop reporting board of Bureau of Estimates of the U. S. Dept. of Agriculture reports the 1916 yield and production to have been as follows:

Crops.	Production (000 omitted).		Yield per acre.	
	1916. Prelim.	1915. Final.	1916. Prelim.	1915. Final.
Corn, bus.	2,643,508	3,054,535	24.3	26.6
Wheat, bus.	607,557	1,011,505	11.9	15.0
Oats, bus.	1,229,182	1,540,362	30.3	30.0
Barley, bus.	183,536	237,009	23.7	25.6
Rye, bus.	41,384	49,190	15.3	16.4
Buckwht., bus.	11,447	15,769	14.0	20.0
Hay, tame, tons	86,155	85,225	1.64	1.41
Flaxseed, bus.	15,300	13,845	9.6	8.6
Kafirs, bus.	61,024	114,460	15.6	.....

CORN.

State.	Yield per acre.		Production (000 omitted).	
	1916. Prelim.	10-yr. Av.	1916. Prelim.	1915. Final.
Penn.	39.0	39.2	56,901	58,520
Va.	27.5	24.7	59,015	60,562
N. C.	18.5	18.3	56,425	64,050
Ga.	15.5	14.0	65,100	64,950
Ohio	31.5	39.1	117,243	156,040
Ind.	33.5	36.8	175,071	190,950
Ill.	30.0	34.4	319,740	376,164
Mich.	27.5	33.5	46,200	56,000
Wis.	36.0	34.8	62,640	40,825
Minn.	33.5	32.3	75,976	62,100
Iowa	36.5	34.4	368,650	303,000
Mo.	19.5	27.7	139,834	209,450
S. D.	28.5	27.8	90,772	94,250
Neb.	26.0	25.0	193,830	213,000
Kan.	10.0	20.2	63,820	172,050
Ky.	28.0	27.6	104,272	114,000
Tenn.	26.0	25.2	87,360	94,500
Ala.	12.5	16.4	50,212	66,300
Miss.	14.0	18.3	49,056	69,350
La.	21.0	19.9	44,814	45,100
Tex.	19.0	20.2	140,144	175,075
Okla.	13.5	19.4	60,102	123,900
Ark.	17.7	20.4	46,834	62,100
U. S.	24.3	26.6	2,643,508	3,054,535

Weight per measured bushel.—Wheat, 57.1 pounds, against 57.9 last year and 58.2, the ten-year average. Oats, 31.2 pounds, against 33.0 last year and 31.7, the ten-year average. Barley, 45.2 pounds, against 47.4 last year and 46.6, the six-year average.

Corn.—Stocks of old corn on farms Nov. 1 estimated at 89,636,000 bushels (2.9 per cent of 1915 crop), compared with 96,009,000 bushels a year ago and 104,460,000 bushels, average of preceding five years.

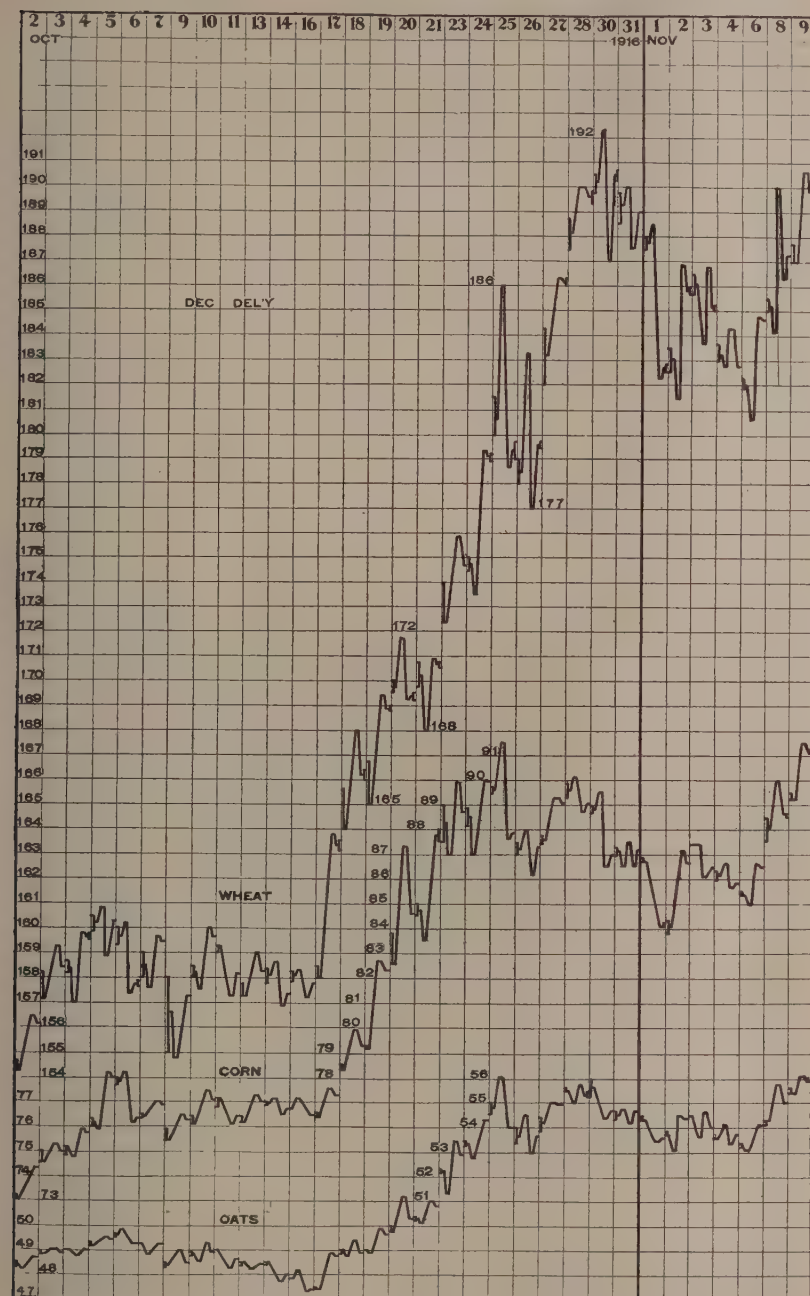
PINE BLUFF, ARK.—The Westbrook Grain & Milling Co., manufacturer of ground chop and mixed feed, has recently installed \$5,000 worth of additional machinery purchased of the Wolf Co. The day and night output of the plant for 60 days in advance has been sold to dealers in Memphis, Meridian, Helena and Mobile.

WE CONSIDER the Grain Dealers Journal one of the best grain papers published.—C. S. Clark & Son, Wakeman, O.

Grain Trade's Activity.

	1915-16.	1914-15.
WHEAT CROP, U. S., bus.	607,537,000	891,107,000
Wheat receipts, primary markets, July 1 to Nov. 4, bus.	148,526,000	197,617,000
U. S. wheat exports, July 1 to Nov. 4, bus.	471,317,000	397,914,000
Argentine wheat exports, Jan. 1 to Nov. 4, bus.	167,310,000	122,511,000
Wheat, visible supply, Nov. 4,	60,703,000	29,622,000
Canadian visible wheat supply, Nov. 4,	21,053,000	27,325,000
OATS CROP, U. S., bus.	1,229,182,000	1,540,362,000
Oats receipts, primary markets, Nov. 1 to Nov. 4, bus.	135,207,000	101,261,000
U. S. oats exports, July 1 to Nov. 4, bus.	164,735,000	125,688,000
Oats, visible supply, Nov. 4, bus.	46,403,000	17,067,000
CORN CROP, U. S., bus.	2,643,000,000	3,054,000,000
Corn receipts, primary markets, Nov. 1 to Nov. 4, bus.	253,177,000	267,000,000
U. S. corn exports, July 1 to Nov. 4, bus.	50,460,000	44,231,000
Argentine corn exports, April 1 to Nov. 4, bus.	232,120,000	263,650,000
Corn, visible supply, Nov. 4, bus.	1,640,000	3,150,000
FLOUR EXPORTS, U. S., July 1 to Nov. 4, bbls.	22,840,700	20,591,000
RYE EXPORTS, U. S., July 1 to Nov. 4, bus.	18,943,000	17,561,000
BARLEY EXPORTS, U. S., July 1 to Nov. 4, bus.	34,969,000	13,884,000
CHICAGO BOARD OF TRADE clearings for October.	\$25,134,082	\$11,116,452

Opening, High, Low and Close at Chicago Since Oct. 1.



Daily Closing Prices.

The closing prices for wheat and corn for December delivery at the following markets for the past two weeks have been as follows:

WHEAT.

	Oct. 25.	Oct. 26.	Oct. 27.	Oct. 28.	Oct. 30.	Oct. 31.	Nov. 1.	Nov. 2.	Nov. 3.	Nov. 4.	Nov. 6.	Nov. 8.	Nov. 9.
Chicago	180 3/4	180 3/4	186 3/4	189 3/4	190 1/2	189	182 3/4	185 3/4	185 1/4	182 3/4	184 3/4	187	189 3/4
Minneapolis	191	189 3/4	194 1/2	196 3/4	195	194 1/2	188 3/4	192 3/4	192 3/4	190 1/2	192 1/4	194 3/4	197
Duluth	187 1/2	187 3/4	193	195	192 3/4	191 1/2	185 3/4	190 3/4	190 3/4	188 3/4	190 3/4	192 3/4	196 3/4
Omaha	174 1/2	175 3/4	180 3/4	183	184 3/4	183	177	179 3/4	180	178	179	182 1/4	184 3/4
St. Louis	177 1/2	177 3/4	182 3/4	185 3/4	184 3/4	185	179 3/4	183 1/2	182 1/2	180 3/4	182 1/2	185	187 3/4
Kansas City	175 1/2	175 3/4	180 3/4	184 3/4	184 3/4	183 3/4	177 1/2	181 1/2	180 3/4	178 3/4	180 3/4	182 1/2	184 3/4
Milwaukee	180 3/4	180 3/4	186 3/4	189 3/4	191	188 3/4	182 3/4	186	185	182 3/4	184 3/4	187 3/4	189 3/4
Toledo	185 1/2	187	190 3/4	192 3/4	193 3/4	191 1/2	184	188	187 1/2	185 3/4	187 3/4	189 3/4	192 3/4
*Baltimore	187 3/4	187 3/4	193 1/2	196 3/4	197 3/4	195 3/4	189 3/4	192 3/4	192 3/4	190	191 3/4	194 3/4	197
Winnipeg	177 1/2	177 3/4	182 1/2	184	182 1/2	181 3/4	178 1/2	184 3/4	182 1/2	180 3/4	183 3/4	187 3/4	193

CORN.

	Oct. 25.	Oct. 26.	Oct. 27.	Oct. 28.	Oct. 30.	Oct. 31.	Nov. 1.	Nov. 2.	Nov. 3.	Nov. 4.	Nov. 6.	Nov. 8.	Nov. 9.
Chicago	87 3/4	87 1/4	89 1/4	89	87	87 3/4	84 3/4	86 3/4	86 3/4	85 3/4	86 3/4	88 1/4	91 1/4
Kansas City	85 1/2	85	86 3/4	87 1/4	84 3/4	84 3/4	81 3/4	84 3/4	84 3/4	83 3/4	84 3/4	86 3/4	88 3/4
St. Louis	87 3/4	87	88 3/4	88 3/4	86 3/4	86 3/4	83 3/4	86 3/4	85 3/4	85 3/4	85 3/4	88	90 3/4
Omaha	83	82 3/4	84 1/2	85	83 1/4	83 3/4	80 3/4	82 3/4	82 3/4	82	82 1/4	84 3/4	87 1/4

*Nov. delivery after Oct. 31.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

A. C. L. 23524 passed thru Ivesdale, Ill., Nov. 9, westbound, leaking white corn over trucks on side of car. Had no time to repair so notified conductor.—T. W. Schultz, mgr. Baldwin Elvtr. Co.

M. C. 21223 passed thru Franklin Grove, Ill., Nov. 8, eastbound, leaking yellow corn. Train crew stopped and made repairs.—W. A. Pegram, mgr. Farmers Elvtr. Co.

C. P. 91794 passed thru New Leipzig, N. D., Nov. 7, leaking wheat at drawbar. Repaired by train crew.—E. A. Webb, mgr. New Leipzig Equity Exchange.

C. M. & St. P. 61460 was set out at New Leipzig, N. D., Nov. 7, leaking wheat along side. Repaired by railroad car repairer.—E. A. Webb, mgr. New Leipzig Equity Exchange.

P. McK. & Y. 80596 passed thru St. Paris, O., Nov. 7, via D. T. & I. R. R., leaking oats at side near doorpost. While train was standing here we got a grain bag and filled in where siding was loose and repaired it the best we could.—Jesse Lewis, mgr. Lock Two Grain & Mfg. Co.

G. N. 17387 passed thru Hamlet, N. D., Nov. 5, eastbound, leaking wheat slightly at bottom of end door.—M. S. Kneisel, sec'y-treas. John Kneisel Elvtr. Co.

Soo 23208 passed thru Ambrose, N. D., Nov. 3, leaking badly on sides.—O. Ingmar Oleson, agt. Northland Elvtr. Co.

I. C. 24992 passed thru Bryce sta. (Milford p. o.), Ill., Nov. 1, on train No. 64, leaking corn badly.—T. C. C. Herron, mgr. Bryce Farmers Grain Co.

Frisco 32023 passed thru Jefferson, Ia., Oct. 30, leaking corn. Was destined to Milwaukee, Wis.—D. Milligan Co.

M. & O. 9047 was set out at Lakeville, Ind., Oct. 25. Drawbar was pulled out and considerable rye had leaked out. Car inspector repaired best he could and we think that the contents were to be transferred to another car.—W. D. Wilson & Co.

L. S. & M. S. 88240 passed thru Borton, Ill., Oct. 25, eastbound, leaking corn at door.—Henn & Beggs.

Union Pacific 70894 was seen in Pocatello, Ida., yards, Oct. 21, leaking grain badly.—Miller Bros. Co., St. Anthony, Ida.

Mich. Centr. 88636 passed thru Dana, Ia., Oct. 22, via M. & St. L., leaking corn at end of car, which was badly bulged. No repairs made here.—Brenton-McColl Co.

P. S. 200643 passed thru Ryegate, Mont., Oct. 19, leaking wheat at doorpost. Train was moving so could not make repairs.—E. M. Wickstrum, mgr. Ryegate Elvtr. Co.

Mich. Cent. 46166 was wrecked at Bordulac, N. D., Oct. 18, and about 25 bus. of rye spilled out on ground. The remainder of the grain was transferred into 2 other cars.—R. Beckley, mgr. E. A. Roach Elvtr.

N. P. 38494 passed thru Emerson, Ia., Oct. 18, leaking wheat badly at doorposts.—R. A. James, of Gund & Sien.

Colo. & Sou. 12176 passed thru Powhattan, Kan., Oct. 16, leaking wheat over drawbar.—C. D. Kinnear, of Kinnear Grain Co.

N. Y. C. 109434 passed thru Superior, Neb., Oct. 14, leaking grain badly at door.—C. E. Shaw, mgr. Superior Corn Products Co.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

COLORADO.

Denver, Colo., Nov. 4.—Bean threshing now on again and shipments are going forward as fast as possible. Some of the Colorado dealers were short and as deliveries were slow they simply lost their heads and bid the market up to a false basis. Just as soon as the movement becomes general (which should be inside of 10 days) we look for a sharp decline in Colorado Pintos.—Farmers Grain Co.

FLORIDA.

Tampa, Fla., Nov. 5.—Florida corn, of which there was a good sized crop this year, has practically been consumed.—Spence Brokerage Co.

KANSAS.

Grinnell, Kan., Nov. 3.—Wheat movement has been very heavy this fall.—C. F. Jones, mgr. Union Mercantile Co.

La Fontaine, Kan., Nov. 2.—We are paying farmers 90c a bu. for corn and \$1.70 for wheat.—Hampton Bros. Mfg. Co., agt. Rea-Patterson Grain Co.

MARYLAND.

Baltimore, Md., Nov. 4.—First new southern corn arrived from Caroline county, Md., last week. It consisted of 25 bags of white variety and was in very good condition; grain large, well developed and dry. Consigned to Stevens Bros. and sold to C. J. Landers at \$1.05 per bu., highest price since 1892. Last year first new corn arrived Oct. 20 from Talbot County, yellow variety, and sold at 56c per bu.—N.

MICHIGAN.

Midland, Mich., Nov. 2.—Shipments this year will fall short of the average, which is about 200 cars beans. Several cars of oats and wheat and a few cars of rye are shipped out annually.—William Reardon, Sr.

Lansing, Mich., Nov. 4.—Total number bus. wheat marketed in October at 58 mills, 61 elvtrs. and to grain dealers is 252, 335 bus., compared with 405,153 bus. in October, 1915. Estimated total number bus. wheat marketed in 3 months, August-October, is 3,500,000 bus., compared with 3,000,000 bus. in same period last year.—Coleman C. Vaughan, secy. of state.

MINNESOTA.

Jasper, Minn., Oct. 30.—Good many oats back in country; no wheat grown here; all barley has been shipped with exception of few cars.—R. J. Heaton.

MISSOURI.

St. Joseph, Mo., Nov. 4.—New corn has been arriving in this city for the last 10 days or 2 weeks.—Allen T. West, ass't secy Grain Exchange.

MONTANA.

Conrad, Mont., Oct. 28.—Grain movement good; car shortage acute.—Ashford Lock, secy-mgr. Conrad Mercantile Co.

Conrad, Mont., Oct. 10.—Much frozen grain here: threshing delayed possibly 2 weeks by 14 ins. of snow.—H. R. Nicholson, mgr. Equity Co-operative Ass'n.

NEBRASKA.

Creighton, Neb., Oct. 31.—No movement of grain until after corn picking; about 70% oats marketed.—George Stevens.

NORTH DAKOTA.

Mandan, N. D., Oct. 30.—Grain moving slowly.—E. A. Neuhauser, agt. Occident Elvtr. Co.

Montpelier, N. D., Nov. 4.—About 35% of this year's crop still in farmers' hands. Geo. W. Johnston, agt. Occident Elvtr. Co. Moselle sta. (Wyndmere p. o.), N. D., Nov. 8.—Have about 15% of last year's crop at this station.—Stanley Jackson, mgr. Farmers Equity Elvtr. Co.

OHIO.

McComb, O., Nov. 3.—Corn moving slowly; have bot 5,000 bus.—N. G. Bennett.

Agosta, O., Nov. 3.—Feeders are strong bidders in our section.—Charles O. Barnhouse.

Middlepoint, O., Nov. 3.—We can not get corn cars, so are shipping 3 to 5 cars ear corn daily in stock cars.—H. G. Pollock.

OKLAHOMA.

Lone Wolf, Okla., Oct. 25.—Some old wheat unsold; asking \$2 for it.—J. M. Riley, mgr. Fidelity Grain Co.

Oklahoma City, Okla., Oct. 1.—About 75% corn, 20% wheat, and 37% oats still in farmers' hands; farmers have consumed or sold during past month 7% corn, 7% wheat and 7% oats.—F. M. Gault, pres. State Board of Agriculture.

VIRGINIA.

Newport News, Va., Oct. 25.—This station shipped 2,305,032 bus. of oats in September. Since Jan. 1 there was 42,175,778 bus. of grain exported from this point, according to Henry M. Scheer, chief inspector of the grain dept. of the Chamber of Commerce.

WISCONSIN.

Neillsville, Wis., Nov. 7.—Not much grain to ship out this year; need all for local trade.—J. L. Kleckner.

Milwaukee, Wis., Nov. 6.—New corn has begun to arrive at this market.—H. A. Plumb, secy Chamber of Commerce.

Winneconne, Wis., Nov. 7.—We shipped in good deal of wheat and corn this year, shipped out about 3,000 bus. oats and same amount of barley.—Schneider Bros. & Mader.

AUSTRALIAN WHEAT will be shipped from Melbourne to San Francisco by Balfour, Guthrie & Co., who have chartered the four-masted schooners Snow and Burgess.

AN EXPERIMENT with 6 cars of wheat badly loaded with wild pea is being conducted by a Minneapolis wheat buyer, hoping to work out some way of separating the pea, which has been considered impossible.

Barley Movement in October.

Receipts and shipments of barley at the various markets during October, 1916, compared with October, 1915, were, in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Minneapolis	4,583,890	5,748,470	3,848,750	4,942,720
Chicago	4,172,000	2,990,000	888,000	516,000
Milwaukee	3,428,080	1,935,140	580,112	618,981
Duluth	2,108,913	2,851,880	1,424,485	2,896,813
Winnipeg	1,929,150	1,467,700	.....	.....
New York	776,775	836,985	895,147	861,023
St. Louis	491,200	197,570	16,260	22,440
Cincinnati	223,595	109,390	3,006	3,491
Omaha	208,600	32,200	119,000	2,000
Kans. City	67,200	149,800	128,800	142,800
San Francisco	.....	.....	.....	.....
(tons)	23,660	40,196	.....	.....
Baltimore	13,688	636,969	96,892	581,914
Toledo	4,000	3,000	.....	.....
New Orleans	.....	.....	201,043	.....

Exports of Grain Weekly.

	Wheat.		Oats.	
	1916.	1915.	1916.	1915.
July 4, '14, to July 3, '15	314,473,000	192,348,000	101,585,000	17,702,000
July 3, '15, to July 1, '16	356,036,000	303,441,000	125,709,000	101,626,000
July 8: 7,071,000	1,890,000	2,570,000	2,410,000	.....
July 15: 7,963,000	2,049,000	4,299,000	2,829,000	.....
July 22: 8,327,000	1,548,000	3,411,000	2,680,000	.....
July 29: 6,891,000	5,753,000	3,065,000	1,846,000	.....
Aug. 5: 7,032,000	1,971,000	3,381,000	1,382,000	.....
Aug. 12: 5,782,000	3,841,000	4,403,000	697,000	.....
Aug. 19: 5,813,000	3,100,000	4,180,000	397,000	.....
Aug. 26: 7,316,000	4,302,000	3,447,000	290,000	.....
Sept. 3: 7,679,000	5,517,000	2,937,000	1,700,000	.....
Sept. 9: 6,641,000	4,788,000	1,640,000	761,000	.....
Sept. 16: 5,402,000	5,753,000	1,943,000	1,692,000	.....
Sept. 23: 7,760,000	7,467,000	917,000	1,853,000	.....
Oct. 7: 6,894,000	10,030,000	1,642,000	726,000	.....
Oct. 14: 6,314,000	8,764,000	2,025,000	2,827,000	.....
Oct. 21: 4,329,000	8,985,000	2,897,000	1,056,000	.....
Oct. 28: 4,478,000	9,744,000	1,782,000	1,814,000	.....
Nov. 4: 5,235,000	8,963,000	893,000	1,605,000	.....
Total	118,162,000	97,785,000	46,594,000	24,495,000

Wheat Movement in October.

Receipts and shipments of wheat at the various markets during October, 1916, compared with October, 1915, were, in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Winnipeg	29,372,400	58,443,750	.....	.....
Minneapolis	18,309,090	23,439,280	4,409,700	723,846
Kans. City	8,484,750	6,688,700	7,078,700	4,580,550
New York	6,741,200	16,337,600	5,164,839	11,714,530
Chicago	6,623,000	5,204,000	5,604,000	3,350,000
Duluth	4,986,397	23,035,551	2,110,940	19,550,142
Omaha	4,528,000	2,719,200	3,928,800	1,376,400
St. Louis	4,354,821	5,802,285	3,479,780	3,576,850
Baltimore	3,124,156	7,748,544	2,712,082	6,308,400
Milwaukee	1,674,250	1,092,500	1,032,939	389,997
Cincinnati	678,057	866,486	477,334	678,083
Toledo	462,200	1,877,000	222,000	1,034,800
Detroit	805,000	334,000	154,000	124,000
Indianapolis	265,000	306,000	88,000	113,000
San Francisco	.....	.....	.....	.....
(tons)	11,236	21,895	.....	.....
New Orleans	.....	.....	2,361,750	1,474,864
Galveston	.....	.....	1,378,362	3,089,800

Corn Movement in October.

Receipts and shipments of corn at the various markets during October, 1916, compared with October, 1915, were, in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Chicago	5,445,000	8,122,000	4,422,000	5,515,000
Baltimore	1,286,957	119,020	1,382,995	37
Indianapolis	1,273,000	935,000	478,000	269,000
New York	1,250,200	1,647,400	511,101	25,732
St. Louis	726,685	1,137,600	350,450	504,870
Cincinnati	694,388	402,429	169,935	205,156
Kansas City	572,500	545,000	738,750	395,000
Omaha	502,800	518,000	376,200	746,000
Milwaukee	423,460	660,535	559,500	623,315
Detroit	315,000	327,000	249,000	229,000
Minneapolis	278,280	368,680	188,220	195,710
Toledo	157,800	175,200	22,900	19,000
San Francisco	.....	.....	.....	.....
(tons)	561	882	.....	.....
New Orleans	.....	.....	102,457	118,540

Oats Movement in October.

Receipts and shipments of oats at the various markets during October, 1916, compared with October, 1915, were, in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Chicago	17,861,000	12,416,000	10,502,000	10,547,000
Winnipeg	10,393,500	9,684,300	.....	.....
Minneapolis	4,797,050	7,125,420	3,938,670	4,414,180
Milwaukee	4,651,040	3,819,000	3,385,128	2,347,375
Omaha	2,240,600	1,489,200	1,983,000	1,071,000
New York	2,328,000	3,988,700	300,582	1,173,253
Baltimore	2,322,441	1,700,850	3,069,911	1,461,594
St. Louis	2,301,800	1,830,900	1,726,720	1,158,990
Kans. City	2,016,200	664,700	318,000	177,800
Indianapolis	1,417,000	744,000	511,000	309,000
Duluth	610,122	1,019,129	306,401	695,795
Cincinnati	541,803	729,363	280,426	731,588
Detroit	477,000	821,400	128,200	181,590
Toledo	201,800	684,000	206,800	588,500
San Francisco	.....	.....	.....	.....
(tons)	4,467	3,105	.....	.....
New Orleans	.....	.....	59,180	44,035

Rye Movement in October.

Receipts and shipments of rye at the various markets during October, 1916, compared with October, 1915, were, in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Baltimore	1,935,522	1,360,473	1,613,400	1,325,353
Minneapolis	1,473,410	1,414,010	969,530	773,640
Chicago	727,000	503,000	581,000	513,000
Milwaukee	691,280	707,100	446,160	348,443
Duluth	583,054	751,460	568,456	1,028,472
Omaha	262,940	180,400	121,200	109,000
New York	155,000	735,750	17,142	722,018
St. Louis	67,200	39,600	51,930	25,800
Detroit	62,000	73,000	24,000	82,000
Kans. City	42,900	27,500	30,800	28,800
Cincinnati	34,430	107,845	8,845	74,960
Indianapolis	18,000	31,000	21,000	18,000
Toledo	11,000	14,000	7,100	14,200

No. 1 NORTHERN Manitoba wheat sold recently at Liverpool as high as \$2.32 per bushel.

BERT A. BOYD made it easy for grain dealers to scare their kiddies on Halloween by sending a frightful mask to every dealer on his list. Up to the present writing no deaths have been reported.

New Carload Minimums for Grain.

Henry L. Goemann of Mansfield, O., reports that Central Freight Ass'n as well as the Official Classification Com'te have adopted the following minimums and rules covering shipments of carload grain, same to become effective on or about Feb. 1, 1917, so that the trade can prepare for the increased minimums. The minimums and rules are as agreed upon by the Grain Com'te of the Central Freight Ass'n and the Shippers' Com'te in connection with the Grain Dealers National Ass'n.

BARLEY: Not sprouted. In sacks or barrels (Subject to Note 1), 56,000 lbs.; in bulk (Subject to Notes 1 and 5), 60,000 lbs.

BARLEY-OATS MIXTURE: In sacks or barrels (Subject to Notes 1 and 3), 48,000 lbs.; in bulk (Subject to Notes 1, 3 and 5), 51,200 lbs.

BARLEY-OATS MIXTURE: In sacks or barrels (Subject to Notes 1 and 4), 56,000 lbs.; in bulk (Subject to Notes 1, 4 and 5), 60,000 lbs.

CORN—Shelled: In sacks or barrels (Subject to Note 1), 56,000 lbs.; in bulk (Subject to Notes 1 and 5), 61,600 lbs.

CORN—Not Shelled: In sacks or barrels, 40,000 lbs.; in bulk, 49,000 lbs.

OATS: In sacks or barrels (Subject to Note 1), 48,000 lbs.; in bulk (Subject to Notes 1 and 5), 51,200 lbs.

RYE: In sacks or barrels (Subject to Note 1), 56,000 lbs.; in bulk (Subject to Notes 1 and 5), 61,600 lbs.

WHEAT: In sacks or barrels (Subject to Note 1), 60,000 lbs.; in bulk, (Subject to Notes 1 and 5), 64,500 lbs.

NOTE 1: In ordering cars for grain the minimum carload weight of which is subject to this note, the shipper must order those cars of weight capacity equal to or in excess of the minimum carload weights prescribed.

Whenever practicable cars of weight capacity equal to or in excess of the minimum carload weight prescribed will be furnished, and when available they must be used.

Except as otherwise provided in Note 5, if the carrier is unable to furnish a car of weight capacity equal to or in excess of the prescribed minimum carload weight and a car of less weight capacity is available, such smaller capacity car will be furnished and the minimum weight to be charged therefor will be its marked capacity, but in no case less than 40,000 lbs.

NOTE 3: Carload minimums shown for these items apply only when the proportion of barley is not over 25 per cent of the mixture.

NOTE 4: Carload minimums shown for these items apply only when the proportion of barley is more than 25 per cent of the mixture.

NOTE 5: When a car of grain is loaded at loading point to within three feet of the roof at the side walls of the car and a notation to this effect is inserted on bills of lading by shipper, actual weight, but in no case less than 40,000 lbs. will apply. In the absence of a notation to the above effect the prescribed minimum weights subject to actual weights if in excess will apply.

THE SEED BRANCH of the Canadian government at Ottawa has reported that 40 per cent of the cleanings removed from grain at the terminal elevators consists of fine weed seeds that would pass thru a zinc screen containing perforations one-fourteenth inch in diameter. These therefore could be removed on the farm before shipment, giving the grower 40,000 tons of valuable feed and saving the freight.

Yukon, Oklahoma's New Concrete Elevator

If you went through the new reinforced concrete elevator of the Yukon Mill & Elevator Co., at Yukon, you would have some difficulty in deciding whether it was the biggest country elevator in the world, or only the most complete transfer elevator with country receiving facilities added. It is a 360,000-bu. house, equipped with wagon dump, Western sheller, corn and cob separator, Invincible gyrating cleaner and all of the facilities usual in the best country houses. But it also has extensive car-transfer equipment, including means for receiving from three tracks; from one of which ear corn is unloaded. The scales are 46 foot 100,000 lb. track scales, in addition to a 2000 bushel hopper scale. Not much chance for an error in weights here, whether in receiving or shipping. A bagging room is a part of the plant; in fact, there are few things an elevator can do which would bother this house to accomplish.

The house has twelve main storage bins 20 feet in diameter, and all of the nineteen interspaces, both between and in the outside angles of the cylindrical bins, are used for storage. Land in Oklahoma is not expensive, but there is no use wasting space when these small bins are so reasonable in cost and so useful.

This elevator is equipped throughout with antifriction ball bearings; even the conveyor rolls bearings are of this type. It is probably the first elevator to use ball bearings on all of the machinery. The saving in power is so great as to pay many times the added interest on the investment.

The Yukon Mill & Grain Co., Yukon, Okla., which owns and recently started operating this efficient house, expects to put a large business thru it. The Macdonald Engineering Co. designed and built it.

Grain Exports Heavy

NORWEGIAN steamer Avon cleared at Portland, Me., recently with 143,000 bus. of grain for Rotterdam, the cargo being for the Belgian Relief Commission.

EXPORT GRAIN was loaded recently at Baltimore, Md., on the steamer Gorbea Mendi, 200,000 bus. to Marseilles, France; the Romsdalsfjord, 250,000 bus. for Norwegian ports; Aagot, 240,000 bus. to Copenhagen, Denmark, and the Lockly, 220,000 bus. for Norwegian ports.

GRAIN CARGOES from Boston recently for export included the Cambrian for London which took 119,924 bus. of wheat, Bay State for Liverpool, 82,022 bus. of wheat and 54,998 bus. of corn; the Saxon Monarch to Glasgow, 40,000 bus. of wheat and 40,160 bus. of corn, while to Manchester the steamships Novian and Hesperus are taking 27,171 bus. of corn and 103,764 bus. of wheat; Sardinian, Glasgow, 40,000 bus. of wheat; Start Point, Liverpool, 130,000 bus. of wheat, 8500 bus. of corn; Ninian, Manchester, 80,000 bus. of wheat, 25,000 bus. corn; Anglian, London, 80,000 bus. of wheat; N. Athanasulis, Piraeus, Greece, 185,000 bus. of wheat; Neurst, French port, 400,000 bus. of oats; Cloughton, London, 104,000 bus. of wheat, 42,000 bus. of corn; Devonian, Liverpool, 120,000 bus. of wheat, 25,000 bus. of corn, and the Pruth, Liverpool, 80,000 bus. of wheat, 43,000 bus. of corn.



360,000-bu. Reinforced Concrete Elevator at Yukon, Okla.

The Car Shortage Severe.

THE CAR SHORTAGE in this part of the country is serious.—L. H. Thorp, mgr. Farmers Grain & Supply Co., Ray, Kan.

BOATS arriving at Buffalo elevators with grain to be unloaded are being delayed by the shortage of cars for shipment out of the houses.

THE ST. PAUL and Soo Lines have stipulated that cars to Chicago must be unloaded there and returned and shipper must make guaranty of this.

ST. JOSEPH, MO.—The acute car shortage now existing is badly hindering shippers in this territory.—Allan T. West, ass't sec'y Grain Exchange.

TWO ELEVATORS on the Vandalia in Illinois have asked and been granted permission to load corn in coal cars for shipment to Terre Haute, the corn to be covered with tarpaulins and shipper to assume all risk.

THE NEBRASKA RAILROAD COMMISSION, it is said, will issue an order to the Great Western, Rock Island, Union Pacific and Missouri Pacific roads, to return back to the Burlington at Omaha, Neb., all grain cars as soon as unloaded.

AN INVESTIGATION into the serious freight car shortage thruout the country has been inaugurated by the Interstate Commerce Commission. Inspectors of the Commission are probing the situation.

THE CANADIAN PACIFIC notified Canadian shippers Nov. 6 that its cars could not be loaded for points in the United States. If loaded in cars of American roads grain will be forwarded across the line.

THE OHIO PUBLIC UTILITIES Commission has ordered an investigation of the car shortage which is said to be responsible for the high price of coal. Seven inspectors employed by the commission have been directed to prepare reports on conditions.

PITTSBURGH WAREHOUSES are piled to the roof with merchandise that can not be moved owing to the lack of cars, and the roads entering Pittsburgh have announced that less than carload lots of merchandise consigned to points off the receiver's line will not be accepted.

THE MINNESOTA RAILROAD & Warehouse Commission has requested the Interstate Commerce Commission to issue an order directing the eastern and southern railroads to return cars to the northwestern lines to relieve the car shortage in the northwest, which is increasing, two of the northwestern roads having 15,000 cars out on foreign lines.

ON THE C. B. & Q., in Nebraska recently 221 grain elevators were reported crammed full of grain and unable to receive any more. The Q owed the Hill system 8,000 cars and has been taking them out of the state. The number of blocked elevators was distributed as follows over the different railroad divisions: Omaha, 6; Lincoln, 97; Wymore, 10; McCook, 88; Alliance, 1; Sterling, Colo., 19.

AT FOLSOM, in the Flathead country in Montana, we have been buying grain and barging it the length of Flathead lake to Somers on the Great Northern. Recently this movement has been reversed and grain is moving down to Dixon on the Northern Pacific. This incident is important as illustrating the severity of the car scarcity because the Great Northern was unable to prevent the loss of the haul to a competing line.

Yet the Northern Pacific is in no better shape now than the Great Northern.—J. L. McCaull of McCaull-Dinsmore Co., Minneapolis.

BY WIRE PROTEST to the Nebraska State Railroad Commission the Omaha Grain Exchange recently obtained a modification of the order of the C., B. & Q. R. R. Co. sending all grain and potato cars from the Sterling division to the Casper division at Guernsey. Cars for the Wyoming division will be taken from the entire Burlington system instead of one division. The order read "Agents will discontinue forwarding box cars for grain or potato loading and forward them to Casper division at Guernsey. This to apply to system and foreign box cars except D. & S. and D. & R. G. which go home to Denver or may be loaded to Denver. No excuse will be taken for cars being used for grain or potato loading."

RICE and other grains amounting to 5,084,000 hundredweight, valued at \$13,171,000 was exported from Madras, India, during the fiscal year ending Apr. 1, 1916, an increase over the preceding year of 29% in quantity and 41% in value.

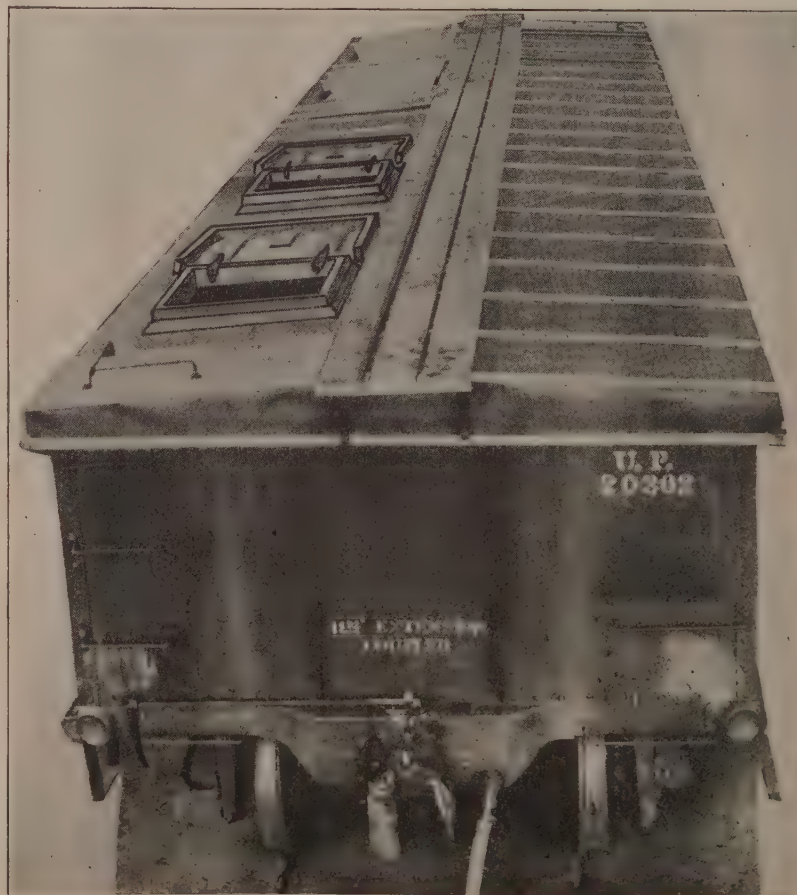
HEARING BEGAN AT GRAND RAPIDS, MICH., Oct. 23, in the suit by the government to condemn canned pork and beans, the product of the Oceana Canning Co., of Shelby, and alleged to be affected by anthracnose and ground rot. The canning company is making a vigorous defense on the ground that the beans in question, and any beans having alleged anthracnose spots on the surface, are not deleterious to health.

Doors in the Roof.

The urgent need on the part of the Union Pacific Railway, and other western carriers, for cars in which to move grain this fall and winter, has brot about the conversion of steel gondola cars and incidentally caused the realization of Percy Reed's dream of "Doors in the roof."

A steel coal car, or other gondola equipment, furnishes the basis for the new type of grain car. Across the top is placed a frame work of 2x6 inch boards with the narrow dimension resting upon the car sides. A layer of heavy sheet steel is used as a covering, being held securely to the boards with strips of wood, as shown in the engraving. Four doors are arranged in the steel roof, along one side of the car, to facilitate the loading of grain. These doors have been made as nearly water tight as possible, being patterned after the doors in the roof of a refrigerator car. They are solidly constructed and hinged upon the inside. Locking and sealing is similar to the method used on ordinary box car doors.

Spouting grain thru the four little doors or hatches eliminates the necessity for breathing grain dust while loading, because the need for trimming is removed. But this is offset by many disadvantages. As the doors are all on one side of the car it is naturally impossible to obtain an evenly loaded shipment. This means that the carrier is not obtaining from the use of the car in grain traffic, as much revenue as would be derived were the car used with a commodity which could be loaded to a great-



Gondola Cars Covered to Transport Grain.

er weight. To the grain trade the new type of equipment means difficulty in the matter of inspection at terminal markets, as all parts of the carload will not be accessible to the sampler's trier. To the buyer its use means an increased unloading cost, and at Omaha a charge of ten dollars per car has already been levied to cover the cost of necessary shoveling in unloading. In addition to that charge the grain received in this type of car is being discounted $\frac{1}{2}$ to 1c per bushel.

These cars would be far more serviceable if pneumatic unloading of grain were generally used, but so long as it will be necessary to remove the contents of such cars with a shovel the plan can not be extensively adopted. The Union Pacific Railway announces that it is willing to go to any reasonable expense or trouble to satisfy its shippers' demands for cars, and so long as its patrons are willing to use the covered coal cars for grain it will continue to supply them as temporary equipment.

The Vandalia Railroad has also adopted unusual methods in supplying equipment to its grain shippers, particularly in Illinois. A trainload of shelled corn was recently carried from Oakland and Borton, Ill., to Terre Haute, Ind., the grain being loaded in coal cars and carefully covered with canvas tarpaulins. Owners of the grain were compelled to take all the risk against the elements but the railroad sent a special representative with the train to see that the grain was not tampered with.

Other sections of the country where coal cars are more plentiful than grain carrying equipment, might find temporary relief in the adoption of one or another of the methods used by the Vandalia and Union Pacific.

J. E. Railsback Dead.

J. E. Railsback, Minier, Ill., one of the oldest grain dealers in the state, died Oct. 24 at the age of 84 years.

Mr. Railsback grew to young manhood on a farm, but when the Chicago & Alton Ry. was built thru Minier in 1867, he moved to that little town to organize a grain shipping business. Among the first firms to do business in the community was the grain firm of Railsback & Mitchell, later changed to Williams, Rails-

back & Co., and more recently incorporated as the Quigg-Railsback Co. With all of these Mr. Railsback was actively connected, holding the office of vice-president of the Quigg-Railsback Co. at the time of his death. His loss is deeply mourned by his many friends in the Illinois Grain Dealers Assn., of which he was an enthusiastic member. A portrait of Mr. Railsback is reproduced herewith.

War Affecting the Grain Trade

WAR has sent 1,820 ships to the bottom of the sea, a loss of 3,328,000 gross tonnage.

WHEAT SOLD at the extraordinary price of 80 shillings per quarter, or \$2.50 per bushel on the Baltic at London Oct. 31.

THE SWEDISH government has made preliminary arrangements to control and distribute supplies of foodstuffs, reports the American minister at Stockholm.

A COUNTY of 16 cents per bu. on wheat is authorized in a bill passed Oct. 28 by the French Chamber of Deputies. In addition the government will give \$4 for each additional hectare planted to wheat.

THE FRENCH MINISTER of Agriculture has promised adequate soldier labor to see that no land remains uncultivated. It is threatened that the allowance to civilians who refuse to labor will be stopped.

THE ENGLISH ARMY COUNCIL has ordered that until Apr. 1, 1917, no men employed in maintaining milk production shall be called to the colors, except in exchange for men released from the army for work at agriculture. The same exemption will apply until Jan. 1 to men employed in general agriculture.

EXPERIENCE of Government commercial and other enterprises leads us to doubt whether it is possible that such a Commission as the one now appointed, which is more or less directed and wholly controlled by ministers and departmental officials, will be able to attain the object as efficaciously or economically as traders, who have spent their business life in importing foodstuffs. The only way by which the Commission can obtain adequate supplies is by purchases abroad at the international price, and, generally speaking, it is found that the international price to government buying agents is higher than to private traders. Furthermore, the only way by which the Commission can lay down the wheat cheaper on this side is by commandeering freight at a lower figure than merchants have to pay when chartering.—Corn Trade News, Liverpool.

RUSSIA has no great quantity of wheat ready for export, as the following reply from the Department of State to an inquiry by Ballard & Ballard, millers of Louisville, Ky., proves: "I have to inform you that the department is now in receipt of a dispatch dated Sept. 18, from the American Consul at Odessa, Russia, stating that the report that there is an accumulation of three hundred million bushels of wheat ready for immediate shipment from Black Sea ports as absolutely without foundation. The consul further states that for various reasons there is no accumulation of wheat in those ports, and that whatever surplus may exist in Russia is on the farms or in the interior towns. The consul has been informed by a grain dealer of Odessa that it will probably be six months after the restoration of peace before railways will be in a position to handle wheat for export."

THE ROYAL COMMISSION appointed by the King of England "to inquire into the supply of wheat and flour in the United Kingdom, to purchase, sell, and control the delivery of wheat and flour on behalf of His Majesty's government, and generally to take such steps as may seem desirable for maintaining the supply," is composed of the Right Hon. the Earl of Crawford (chairman), Alan Garrett Anderson, Esq. (vice-chairman); Sir Henry Rew, K. C. B.; Sir George Saltmarsh, H. W. Patrick, Esq., Hugh Rathbone, Esq., Oswald Robinson, Esq., J. F. Beale, Esq., T. B. Royden, Esq. Communications intended for the Commission should be addressed to the Secretary at Trafalgar House, London, W. C.

National Ass'n Com'ites.

For the ensuing year Pres. E. C. Eikenberry of the Grain Dealers National Ass'n has appointed the following com'ites, the personnel of the three arbitration com'ites being of special interest on account of the reorganization of that branch of the work by increasing the number of com'ites from one to three, and empowering the Arbitration Appeals Com'ite not only to remand cases back to the two other com'ites for rehearing, but to reverse and render new judgments.

COMMITTEES.

Arbitration Appeals: J. J. Stream, chairman, Chicago, Ill.; H. T. Burns, care Burns Grain Co., Buffalo, N. Y.; W. T. Hale, Jr., Nashville, Tenn.; A. L. Scott, Pittsburg, Kan.; Lee G. Metcalf, Illinois, Ill.

Arbitration, No. 1: U. J. Sinclair, chairman, Ashland, Ill.; D. I. VanNess, Chicago, Ill.; E. C. Bear, Hicksville.

Arbitration, No. 2: Elmer Hutchinson, chairman, Arlington, Ind.; F. E. Barker, Hamilton, O.; Jno. S. Green, Louisville, Ky.

Legislation: A. E. Reynolds, chairman, Crawfordville, Ind.; Geo. A. Wells, Des Moines, Ia.; E. M. Wayne, Delavan, Ill.; Ferdinand A. Meyer, Baltimore, Md.; Wallace N. Bell, Milwaukee, Wis.

Trade Rules: C. D. Sturtevant, chairman, Omaha, Neb.; S. P. Arnot, Chicago, Ill.; E. A. Fitzgerald, Cincinnati, O.; Jas. W. Sale, Bluffton, Ind.; C. M. Case, Minneapolis, Minn.

Transportation: Henry L. Goemann, chairman, Mansfield, Ohio.; C. H. Canby, Chicago, Ill.; D. F. Plazcek, Kansas City, Mo.; H. A. Feitst, Minneapolis, Minn.; J. W. Holmquist, Omaha, Neb.

Telephone and Telegraph Service: W. T. Cornellison, chairman, Peoria, Ill.; M. L. Jenks, Duluth, Minn.; Robert G. Brand, New York, N. Y.; Geo. A. Aylsworth, Kansas City, Mo.; R. J. Barr, New Orleans, La.

Membership: W. S. Washer, chairman, Atokson, Kan.; Herman Schmitt, Cleveland, O.; H. F. Shepherdson, Minneapolis, Minn.; H. C. Carson, Detroit, Mich.; F. J. Darragh, Little Rock, Ark.

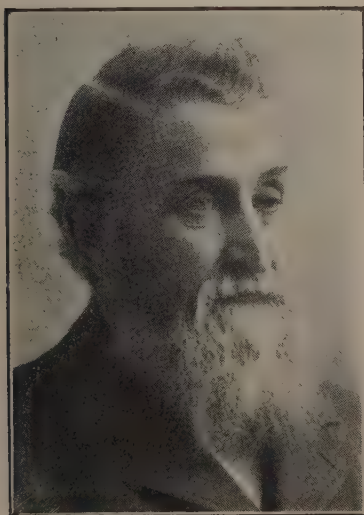
Uniform Grades: F. E. Watkins, chairman, Cleveland, O.; D. M. Cash, Detroit, Mich.; Paul R. Trigg, Lewistown, Mont.; Frank A. Coles, Middletown, Conn.; E. W. Wyatt, Memphis, Tenn.; Lee G. Callahan, Louisville, Ky.; Frank A. Witt, Indianapolis, Ind.; U. V. Clemens, Marshall, Okla.; H. M. Hobbie, Montgomery, Ala.; F. T. O'Donnell, Denver, Colo.; W. G. Bragg, Richmond, Va.; E. E. Bossemeyer, Jr., Superior, Neb.; A. E. Nickerson, Portland, Me.; B. F. Eby, Lancaster, Pa.; Kenton D. Keilholtz, Toledo, O.

Demurrage: Matthew D. Benzaquin, chairman, Boston, Mass.; W. F. McCullough, Wichita, Kan.; R. A. Sheets, Pittsburgh, Pa.

Crop Reports: C. C. Flanley, chairman, Sioux City, Ia.; E. T. Custerborder, Sidney, O.; Geo. P. Bissell, Central City, Neb.; J. H. Shaw, Enid, Okla.; John H. Lloyd, Springfield, Ill.; Wm. Nading, Shelbyville, Ind.; Tom F. Connolly, Clarendon, Tex.; Jno. T. Milbank, Chillicothe, Mo.; Otto A. Zimmerman, Minneapolis, Minn.; Alphonse Pierre, Oconto, Wis.; E. W. Fielding, Manhattan, Kan.

Hay and Grain Joint Committee: S. L. Rice, chairman, Metamora, Ohio; W. I. Biles, Saginaw, Mich.; D. W. McMillan, Fort Wayne, Ind.

Natural Shrinkage: H. L. Goemann, chairman, Mansfield, O.; W. M. Richardson, Philadelphia, Pa.; Frank A. Geoffroy, Abilene, Kan.



J. E. Railsback, Minier, Ill., Deceased.

Fall Meeting Ohio Grain Dealers Ass'n

The desire of grain dealers to learn more about the Grain Standards Act and its administration, helped swell the attendance at the fall convention, or annual corn meeting, of the Ohio Grain Dealers Ass'n. The meeting was held at the Virginia Hotel, Columbus, on Nov. 3, and both morning and afternoon sessions were well attended.

Charles J. Brand, Chief of the Office of Markets and Rural Organization, Dep't of Agriculture, was the principal speaker. After a brief introduction by Pres. John Wickenhiser of Toledo, Mr. Brand related what had been accomplished by the recent hearings on the proposed regulations and expressed the desire that the Ohio dealers ask questions concerning those points which they did not understand. Concerning the work of his office, Mr. Brand said:

Most of you are aware that the Grain Standards Act was not passed until Aug. 11. The Dep't of Agriculture was anxious that the act be enforced in such manner as to produce the best results for the entire industry, commission merchant, middle man, consumer and producer, without giving any special advantage to any. We started by drafting a set of tentative regulations which were utilized for a week of conferences in which seven representatives of the industry participated. After due consideration the tentative regulations were redrafted and printed for further consideration at a series of hearings held throughout the country. This resulted in further changes, and it is now hoped to have the final draft completed within a few days.

It is a big problem to supervise the grading of a single grain; the problem of grading all would be much bigger. For this reason it was deemed wise to begin with corn as the inconvenience and disarrangement of the industry would not be so great as the supervision of all grains was started at once. For administrative purposes we have divided the country into eight divisions, each to be in charge of a division supervisor. The exact boundaries have not been determined upon because the actual supervision work will be by districts, and we wish to build up the divisions by districts. These districts, which will be tributary to certain grain centers, have been worked out. In the centers supervisors will be stationed, according to the needs of the work.

The appropriation under the act is \$250,000, but this will melt like a snow ball with the opening of 32 offices. It is planned to have supervisors at accessible centers so that samples of grain can reach them over night. Some markets will have two or three men, depending upon size and importance of the market. We expect to have two at Buffalo and Toledo, one at Cleveland, one for Detroit, one at Cincinnati, two at Indianapolis, one at Louisville, and three at Chicago, Minneapolis, Kansas City and Duluth. The port markets such as New York, Boston, Philadelphia and Baltimore will have two. Several will be located in Washington who will be available to send to these other markets, except for appeal work. They may however be called upon to fill out a board of three for considering appeals. Should you shippers

find it more convenient to submit your disputes and appeals to another market, or supervision headquarters, we will make such shifts unless it injures the scheme of districting.

Space for 18 of our offices has been engaged, all being as near to the exchange or board of trade as possible. In some cities we are in the federal buildings. At Chicago we will be in the Continental and Commercial Bank Bldg., paying \$4,000 per year for our space. This matter of rent is a big factor.

We have started with the single grain, corn, after carefully considering many things and hope that the grades on wheat and oats can be put into effect early next summer, when their movement is at the lowest ebb, and the least number of contracts are outstanding. We will give the industry ample opportunity to present its points of view on the grades as we have in the matter of corn.

In Kansas the trade will shy at the mention of dockage on wheat, while at Minneapolis the trade thinks wheat can not be graded any other way. We will hold many hearings and get the point of view of all, with the result, I hope of establishing grades which will be fair to all.

Questions.

J. L. Dehring, Antwerp: What is the penalty provided grain shipped as a certain grade does not come up to standard?

Mr. Brand: The grade would be subject to appeal or dispute and the matter settled on that basis.

Mr. Dehring: Then grain shipped as No. 3 and grading No. 4 can be sold?

Mr. Brand: Certainly. You can not misgrade and get away with it continually, but when there is an honest mistake in identity of grain it will be sold on its merits.

Mr. Dehring: If I buy from the farmer on moisture content and my competitor does not, can we compel each other to buy the same way, discounting the farmer for moisture?

Mr. Brand: You may both buy any way you choose.

E. C. Eikenberry, Pres., Grain Dealers Nat'l Ass'n, Camden: Mr. Dehring no doubt has in mind the shipment of corn from one country point to another when there is an inspector at neither point.

Mr. Brand: If he made a contract to deliver No. 3 and the corn was No. 4 when received he must settle on the basis of No. 4, his shipment being subject to dispute.

J. L. King, Philadelphia, Pa.: What is the penalty for an inspector who would misgrade?

Mr. Brand: Section 9 of the Act provides, for willful misrepresentation a fine of \$1,000 or imprisonment not more than one year, or both. A further penalty is provided in Section 10.

Mr. King: Then a shipper who made a mistake in the grade unintentionally would not be penalized, while the man who knew he was misrepresenting would be subject to the penalty?

Mr. Brand: Supervisors must call attention to all violations, and common sense will be used in enforcement of the act.

H. W. Fish, Marion: A shipper from

a point having no inspector can not knowingly misgrade?

Mr. Brand: I would not say that.

F. C. Cain, Cleveland: Has a shipper a right to sell corn as being any certain grade when there is no inspector at his town?

Mr. Brand: He can say the grain is No. 3 if he believes it to be No. 3, but it is subject to a later dispute or appeal.

E. T. Cusenbolder, Sidney: In reading Section 4 I don't see how we can call a carload a certain grade unless we are licensed by the Government to do so.

Mr. Brand: You are reading only the first part of Section 4. The section also provides that grain may be shipped by grade without inspection in interstate traffic from a point where there is no inspector to a point where there is no inspector, subject to a dispute.

Mr. Cusenbolder: The act as originally drafted contained a severe penalty for the shipment of grain by grade if the grain did not conform to the standard. This was impressed upon us here in Ohio by Mr. Moss, and for that reason we are trying to make sure that there is no penalty for unintentional misrepresentation.

H. T. Burns, Buffalo, N. Y.: If a shipment of No. 3 corn from a point where there is no inspector to an eastern point where there is no inspector does not look just right on arrival, and the buyer in the east calls in an inspector who grades it No. 4, against whom are the costs of the appeal or dispute assessed?

Mr. Brand: Upon the party requesting the service. If sold on original terms the receiver can not say that the grain was not No. 3 when shipped.

Mr. King: I should think it depends entirely upon the terms of the contract.

Mr. Fish: I am a miller. Often wheat will stay in the railroad yards for a week before it is placed at our mill. How can I take an appeal or a dispute even tho it is purchased on destination terms, when the car has been tied up in the yards for more than 48 hours?

Mr. Brand: We can not govern the conduct of the railroads. You must get them to spot the car so you have access to it within 48 hours after your notice of arrival is issued.

Pres. Wickenhiser: I believe this is all a matter of contract, and we must be more careful in specifying whether we want point of origin or destination inspection.

Mr. Eikenberry: The time for a dispute, when grain is bot on destination terms, ends 48 hours after the grain is delivered. If bot on originating terms without inspection there is no right to dispute after the grain reaches destination, if such destination is a point without a licensed inspector. The receiver must rely upon the good judgment of the shipper or dispute at the point of origin.

C. B. Jenkins, Noblesville, Ind.: According to my understanding grain may be shipped between points having no licensed inspectors as a certain grade, but no certificate can be issued.

Mr. Brand: Yes. But the grade can not be used too freely, such as in the description of a brand.

L. W. Dewey, Blanchester: What provision has been made for the appointment of inspectors outside of terminal markets?

Mr. Brand: It is not the purpose of the law to force all grain thru the terminal markets for inspection. If you have enough business at a country point to warrant a licensed inspector you can have

one upon his showing competence, but he can not be an employe of the shipper.

Mr. Brand was then informed that much corn shipped from Ohio was sold on the basis of No. 3 or better. When this graded No. 2, only the contract price was paid, while if it graded No. 4 the shipper was discounted. He was asked if, according to the new law a premium would be paid when the grade was No. 2.

Mr. Brand: That is a matter of your contract. If you specify one price for "No. 3 or better" you can not expect to obtain a higher price than that even if the grain graded No. 1, while if it was not up to contract you naturally would be discounted. All these details can be made matters of the contract without reference to the law.

E. A. Grubbs, Greenville: Some shippers guarantee shipments of corn "to arrive cool and sweet," equal to a certain grade. Must we furnish a certificate to do that?

Mr. Brand: Either furnish a certificate or be willing to have the grade disputed.

Mr. Grubbs: If I buy yellow corn equal to No. 3 may I ship it as No. 3 and guarantee it to arrive cool and sweet?

Mr. Brand: Sure, if you can make good on your guarantee.

Mr. Grubbs: But supposing it gets hot in transit?

Mr. Brand: Cool and sweet is a condition and not a grade. And it can not be imposed upon a regular grade in addition to the specified terms.

Mr. Eikenberry: Mr. Grubbs assumes that a man at Indianapolis has the right to ship No. 3 corn cool and sweet without a certificate. This can not be done from a market where there is a government inspector. If he buys from a country shipper as cool and sweet can he bill it out from a non-inspection point as No. 3?

Mr. Brand: He can, subject to dispute.

H. G. Pollock, Middle Point: If I ship a carload of 3 yellow corn east and send the buyer the certificate of inspection doesn't he have to accept it as 3 yellow even tho it heated in transit?

Mr. Brand: It would depend on whether you sold on terminal or originating terms.

Mr. Dehring: When buying grain it is good policy to test it for weight and moisture as it arrives at the elevator. I started last week to test for moisture and found the average to be 16.2% and the weight, shelled out 68 lbs. With this information a man can tell just about what grade he is shipping.

Mr. Brand was asked what had been done with Section 8 of Regulation 2, relating to notations about time of day and weather conditions on certificates. He replied that this had been modified somewhat. It now provides that:

No certificate of grade shall be issued unless the inspection and grading be based on samples which are correct and representative, and be made under conditions which permit the determination of the true grade of the grain involved. In case the conditions are such as not to assure the determination of the true grade involved, a licensed inspector may, if he has obtained a representative sample or samples of the grain involved, in advance of the issuance of the certificate of grade, furnish to the person for whom the inspection is performed a grade ticket or slip showing the grade then assigned by him. In such case the certificate of grade shall be issued as soon thereafter as practicable.

Mr. Fish: It has been suggested that No. 3 corn can be shipped between two interstate points where no inspectors are located. If the receiver reships that grain and it deteriorates in quality does he not

lay himself open to penalty for misgrading? He made no effort to have the car inspected.

Mr. Brand: I can't say as to that.

Pres. Wickenhiser: Will not this act require uniformity in the matter of moisture testers? No two are alike at present.

Mr. Brand: The Government can not require that a single make of moisture tester be used but the results must conform with the results now obtained with the Brown-Duval.

Mr. Cain: Is it compulsory for a terminal market dealer who does not avail himself of the inspection to sell grain as of a particular grade? Does he have to furnish an official certificate?

Mr. Brand: He surely must. He can not say "This shipment will be equal to a No. 3 yellow" and then ship in interstate commerce without a certificate.

Earl Bear, Hicksville: I move that this convention extend a rising vote of thanks to Mr. Brand for the information he has given us. Carried.

Meeting adjourned for the noon hour.

Afternoon Session.

Pres. Wickenhiser opened the afternoon session with an invitation to representatives of terminal markets to tell something of the advantages of each. F. A. Meyer, vice-president of the Baltimore Chamber of Commerce, was the first to take advantage of the invitation, saying:

The people of Baltimore are naturally interested in what you know about the corn crop of Ohio, and especially in what you think of the new grading rules about to go into effect. Baltimore has worked for many years with a grade established by the Ohio grain dealers, that is, the grade of mixed corn. We stuck to that grade, believing it represented a fair average of what the crop would produce each year. We have tried to be fair to the western shipper and the buyers in Europe.

When the new law was passed we were in doubt as to how it would affect our export business. We were in hopes of continuing the grade of mixed corn, but when we found this to be impossible we looked thru the new grades for that one which would be the best basis for new business. We think this will be the No. 3 corn, and this grade has been recommended to European buyers. No. 3 will be the contract grade in the Baltimore market. Much of the knowledge the Dep't of Agriculture has concerning corn and grading was obtained in Baltimore and with our assistance. We have bot much corn from the country on Baltimore grades, and there is nothing in the new law which would prevent that business being continued because the new No. 3 is a reasonable and fair basis.

John C. Legg, pres., Baltimore Chamber of Commerce: During the last week we have held a hearing at Baltimore in which you are all interested. The Chamber of Commerce filed a complaint with the Interstate Commerce Commission against the system of modified embargoes against grain to the Atlantic ports. The subject has been carefully argued during the last week and considerable aid in the testimony came from members of the trade in Ohio. We have presented a strong case and hope the Commission will decide that if an embargo is placed it will mean against all grain, and that when it is lifted it will be lifted for all grain.

Sec'y J. W. McCord, Columbus, eulogized members of the Ass'n deceased since the last meeting. He said:

In Memoriam.

Since we last assembled, July 7, 1916, the Grim Reaper, Death, has invaded our ranks and today we pay our tribute of respect to the memory of our departed ones—J. L. Rouze, J. S. Dewey, James P. McAlister and C. H. Tingley.

J. L. Rouze, pres. the J. L. Rouze Co., of Arcadia, O., died Aug. 11, 1916. Mr. Rouze's connection with the trade and with the Ass'n covered only a short period. He joined the Ass'n Aug. 10, 1914, soon after he became identified with the trade. During the few years of his experience in the trade, thru intense effort and with untiring devotion to the interests with which he was connected, he established a successful business from which he was taken in the prime of life.

J. S. Dewey, Pres. the Dewey Bros. Co., Blanchester, O., died Sept. 21, after a lingering illness, at the age of 54 years. All of us knew Mr. Dewey; he was always with us, in the activities of ass'n work; for more than 17 years we have had his zealous and effective assistance in all the interests of the trade and of our Ass'n; we shall miss his genial presence and wise counsel.

James P. McAlister, senior member of J. P. McAlister & Co., Columbus, died Oct. 13 at the ripe age of 73, having been continually identified with the trade since 1865. He was one of the charter members of the Ass'n, July 1, 1880, since which time he has been active in its work. He served as Pres. of the Ass'n 1897-1898. He was associated in business during the few later years of his life with his sons, Robert and Donald, gradually declining in health since last May and until death brought to a peaceful close, with but little suffering, an eventful and well spent life. He was a gentleman of the old stock, courteous, chivalrous, strikingly original in character, quality of mind and soul; he was always interested in the uplift of humanity and gave freely of his energy and substance for the betterment of social and public life. He was an admirer of the beautiful in nature and art, a lover of flowers and poetry; his optimistic view of life was often expressed by him in his own original and quaint manner by reciting verses from Longfellow's Psalm of Life.

C. H. Tingley died Oct. 16 at his late residence in Columbus at the age of 57 years. He had been in failing health for several years, yet his indomitable courage prevailed and he did not cease his activities of an industrious and busy life of more than 30 years' connection with the grain trade, until about a year ago. He served as Pres. of the Ass'n in 1887-1888, and in all the years of his active business life contributed freely of his time and money in the upbuilding and support of ass'n work. Those of us who knew him best know of the many kindly acts of assistance and encouragement that came from his unselfish and sympathetic nature.

In the midst of our busy lives we all pause to pay our tribute of respect and honor to the lives of these noble men who are no more with us; their good deeds will live long after them, and their "Lives departing, leave footprints on the sands of time."

The resolutions of memoriam were passed by a rising vote and Sec'y McCord was instructed to send copies to families of the deceased.

Mr. King, speaking for Philadelphia, said embargo conditions had been much the same there as in other seaboard markets. He promised less delay in the shipment of grain thru that port than has been occasioned in the past, and asked that the pleasant relations existing between Philadelphia receivers and Ohio shippers be continued.

Crop Reports.

Pres. Wickenhiser suggested that everyone present give a report on crops in his section, but comparatively few responded. These were as follows:

Mr. Pollock: We have no wheat available near Middle Point. Van Wert County has enough for only about one month. Oats will make 60% of a crop and our corn will be close to 75% of an average. It has matured in good shape and under these excellent weather conditions it will not be more than a few weeks before we shell and ship 3 yellow corn. The movement of new corn has

been on for the last four weeks, and in that time we have shipped a better quality of corn than at any time in a year.

John McDonald, Washington C. H.: We have about half a crop of well matured corn. We have been grinding it for the last few weeks.

J. J. Lindower, Fostoria: I am only an infant in the grain business, tho I have had 12 years' experience in field seeds. I am but the hired servant in the hands of the farmers' elevator movement of Ohio and am here to learn what I can about the grain business.

Geo. W. Churchman, Bryan: We have handled new corn for the last six weeks and are now shipping what we think is 2 yellow corn. Most of the corn runs about 22% in moisture, and this we are drying down to 16%. To shell a bushel of corn we require 73 pounds of ear corn, for which we pay \$1.10 per 100 pounds.

Fred Wickenhiser: Farmers around the elevator I operate are getting only 25 bus. of poor quality corn to the acre. About 40% of the crop will be cribbed for winter movement. From July 4 to Sept. 15 we had no rain so we are not banking on much for next year. From Van Wert down thru the county, and from Continental to the Indiana state line conditions are about the same. What corn we have tests about 21.8% moisture.

Geo. Stephenson, Rosewood: We have a 50% crop of corn and most of that is chaffy. Oats show less than half a crop, with practically no wheat. If the Lord lets us live another year we will try to continue, but the outlook is rather dark right now. We have more than an average number of acres sown to wheat this year and it is looking well, considering the lack of rain. We are paying \$1.00 per 100 pounds for corn but are not buying wheat as there are only about three carloads of that grain in the territory.

E. C. Bear, Hicksville: We defied the elements last year, shutting off the water supply, so we now share the short crops with you.

W. T. Palmer, Celina: Our corn crop is about 60% of an average, but the fishing is good so we do not worry. Last year's wheat crop was practically a failure and we will not ship a carload of that grain, in fact we are shipping in many carloads for the local mills. The acreage this year is 10% of an average, due to the difficulty in plowing. The early rainfall and the later long spell of dry weather made the ground as hard as bone. Oats show 60% of a crop, and are bright in color. Corn runs 21.5% in moisture and is costing us \$1.05 per 100 pounds, shelling out 71 pounds.

F. E. Pond, Sec'y, Corn Exchange, Buffalo, N. Y.: I had the pleasure recently of assisting the Dep't of Agriculture in getting ready for the new corn standards at Buffalo. The Dep't has selected offices in the Chamber of Commerce Bldg., near the present inspection offices, and we will always be glad to co-operate with it in enforcement of the Grain Standards Act. No one welcomes the grain standards at this time more than we in Buffalo, but many things will be found in their present form which are not right. By trying them out for a year, you will be in a better position to know what is needed next fall. This will be about the time you come to Buffalo for the greatest convention the grain trade has ever had. I take this opportunity of extending an invitation to the 1917 National Convention, which will be held in September, 1917.

Mr. Eikenberry was called upon for his

version of the new grain grading law. He said:

The Grain Standards Act.

I have had some opportunity to acquaint myself with the new law and its application. I will not criticize it or laud the individuals who have direct control of the administration of the act. You may be sure that the United States has made no mistake in the selection of the man who will administer the law.

The grain trade is about to assume a new relation, becoming subject to government regulation. Beginning with Dec. 1, the government will exercise supervision over a vital function of interstate and foreign commerce in grain. The use of standards already established by governmental agency for the grading of grain will, from that day be enforced and the grading of other grains will automatically pass under this supervision as soon as standards shall have been fixed and established for their grading.

Grading is a function essential to an organized and systematic traffic in grain. As a basis of quality, determinative of value, grades are as essential as the bushel or the pound. In supervising the grading of grain the Government takes cognizance of all phases of the work. The mass of information collected by the Dep't is voluminous and the most useful ever collected by one agency in this important branch of commerce. Neither the Federal Government in framing the statute, nor the authorities in whom is vested the duty of its application, seeks a revolution in the existing methods of handling grain.

The knowledge and experience accumulated in the past will be carefully conserved and it is the declared intention of the Government to use existing organizations and agencies to the end that commerce in grain may proceed with the minimum of disturbance. The states and commercial organizations hitherto grading grain will continue to exercise that function. The continuance of the same inspectors and officials in control of this function is accomplished by compliance with requirements that are hardly more than nominal in character. Every step is arranged so as to permit the free and rapid transportation of grain, using to such ends all the commercially beneficial facilities already in existence.

The law was enacted with no thought of prohibition or punishment. Any legitimate method of trading in grain that has existed in the past can still exist. Every honest line of business will be safeguarded and perfected in its perpetuation. To some branches of the trade opportunities will be multiplied and privileges offered that are new and may prove valuable. We may walk in our business as heretofore, but we must walk in the light.

The aim of the law is the greatest good to the greatest number, producer, handler or consumer. Let us bear in mind the beneficent impulses that actuated the framers of the act and that actuate those charged with its enforcement. Let us approach the act in a friendly manner, divesting ourselves of all prejudice. Let us study the privileges that are extended that we may in full measure become the recipients of its good will and benefits. The law is a servant, not a master; officials having in charge its enforcement are painstaking and entirely fair. They do not desire to destroy but to build up the industry in all its departments. I ask you as fellow grain dealers to give it a fair trial. If in any of its details practice will reveal inefficiency or clumsiness, it will doubtless be modified and rendered workable. Let us join with the officials administering the act that the trade in grain may be conducted more economically and more nearly on a scientific basis.

The successful business man adapts himself to the change that time brings to all lines of human endeavor and his success is measured by the facility with which he meets these changed conditions.

E. L. Southworth, Toledo, made a happy little talk on conditions in Ohio. He said: I have heard so many hard luck crop reports today that I have nearly lost my enthusiasm for the grain trade. But when I hear reports like those today I always think of the Kansas farmers some years ago who had had luck for three years straight. First they were washed out, then burned out and finally blown out. They were compelled to live on quinine and slew water. But they did not lose heart and today are among the most prosperous in the world. My advice

to those of you who report having only two or three cars is to eat the grain instead of shipping it. That will guarantee you an existence anyway.

We must get away from loose contracts, and pay more attention to what we are shipping. I never recognize a grade cool and sweet, because there is no such grade; it is a condition.

Mr. Jenkins told the convention he was glad of the privilege to be present as a representative from Indiana, "one of the greatest states in the union, with one of the greatest terminal markets in the world."

Sec'y McCord read a list of the committees appointed for the ensuing year, as follows:

Arbitration—J. H. Motz, Brice; M. A. Silver, West Jefferson; Robert McAllister, Columbus.

Legislative—Charles E. Groce, Circleville; Fred Kile, Kileville; J. C. Minnich, Trotwood.

Membership—S. L. Rice, Metamora; W. C. Schroeder, Cygnet; O. M. Clark, Cable; H. L. Frisinger, Rockford; A. L. Garman, Delphos; J. L. Cruikshank, Fostoria; C. W. Crum, Mt. Sterling.

Board of Agriculture—C. A. Powers, Genoa; C. O. Barnhouse, Agosta; K. D. Keilholtz, Toledo; Philip Horn, Monroeville; Raymond Grant, Grove City; R. W. Lenox, Richmond; Charles Ozias, Paulding.

Claim Bureau—A. H. Cratty, Columbus; Rea Chenoweth, London; Ed. Stritmatter, Portsmouth.

Traffic—H. L. Goemann, Mansfield; Mark Mennel, Toledo; Fred Rockwell, North Baltimore.

Affiliated Associations—E. T. Custerborder, Sidney, Miami Valley Grain Dealers' Ass'n; H. W. Fish, Marion, Middle Ohio Grain Dealers Ass'n; Emery Thierwechter, Oak Harbor, North-Western Ohio Millers' and Grain Dealers' Ass'n; C. W. Pontius, Lewisburg, The Buckeye Grain Ass'n; D. R. Risser, Vaughnsville, North-Western Ohio Grain and Hay Dealers', Producers' and Shippers' Ass'n.

Convention adjourned sine die.

Convention Notes.

J. L. King boosted for Philadelphia.

Zahm's Red Book on futures was in big demand.

Pencils were distributed by Fitzgerald Bros. and Fred Abel.

The Burns Grain Co. passed out Robert Burns cigars to burn.

J. Ralph Pickell represented J. Rosenbaum Grain Co., Chicago.

Le Roy Urmston, rep't'g the Urmston Grain Co., was present from Indianapolis.

Fred E. Pond, sec'y, Buffalo Corn Exchange, lost his valise and all its contents.

The Supply Trade was represented by W. B. Sutton and A. S. Garman of the Huntley Mfg. Co., and M. J. Young.

Registration, in charge of C. O. Garver, showed 152 present compared with 127 in 1915 and 149 at the fall meeting of 1914.

The Grain Dealers National Fire Ins. Co. was represented by C. O. Garver and the Millers Natl. Ins. Co. by Chas. O. Peters.

Cleveland grain men present were F. C. Cain, rep't'g E. I. Bailey, Fred Abel, Chief Grain Inspector J. E. Heniken, H. M. Strauss, Wm. McKnight and F. W. Blazy.

Baltimore sent H. E. Elgert, rep't'g J. A. Manger & Co.; E. H. Beer, rep't'g Chas. England & Co.; J. C. Legg, pres., and F. A. Meyer, vice-pres., Chamber of Commerce.

Pittsburgh sent a lively delegation composed of G. C. Jaeger, rep't'g J. W. Smith & Co.; R. W. Young, rep't'g D. G.

Stewart; J. A. A. Geidel, Ren. Martin, R. W. Sheets, and H. G. Morgan.

Cincinnati's market advantages were related by H. E. Niemeyer, rep't'g the Fitzgerald Bros. Co.; R. L. Early, rep't'g the Mutual Commission Co.; Geo. F. Munson, chief grain inspector, and B. W. Dulaney.

"You'll Do Better in Toledo" was the slogan of Fred Mayer and W. W. Cummings, of J. F. Zahm & Co.; John Wickenhiser and Fred Wickenhiser, of John Wickenhiser & Co.; and E. L. Southworth, of Southworth & Co.

Buffalo sent the following representatives to boost for that market and remind the delegates of the 1917 National Convention: C. W. Urmston, rep't'g the Urmston Grain Co.; J. J. Rammacher, H. T. Burns, E. E. McConnell, F. E. Pond, sec'y Corn Exchange, C. C. Lewis and G. D. Southwell.

Among the shippers in attendance were E. C. Bear, Hicksville; C. O. Barnhouse, Agosta; N. G. Bennett, McComb; E. T. Custerbender, Sidney; E. Milton Crowe, Piqua; R. G. Calvert, Selma; H. P. Clouse, Milford Center; B. Cain, Outville; L. W. Dewey, Blanchester; H. G. Dehring, Cur-tice; C. M. Eikenberry, Hamilton; E. C. Eikenberry, Camden; U. G. Furnas, St. Paris; H. W. Fish, Marion; C. E. Groce, Circleville; P. Garretson, Milton Center; E. A. Grubbs, Greenville; J. S. Harshman, Enon; H. S. Heffner, Circleville; H. Hall, Unionville Center; P. Horn, Monroeville; O. P. Hall, Greenville; C. E. Jenkins, Noblesville, Ind.; H. D. Jewett, Portsmouth; J. I. Lindover, Fostoria; Jesse Lewis, St. Paris; T. C. Miles, Bradford; J. F. Parritt, Malinta; C. K. Patterson, Picketon; G. N. Perrill, Xenia; Roe Pugh, Bradford; H. G. Pollock and C. A. Pollock, Middle Point; T. P. Riddle, Lima; J. E. Stayman, St. Paris; E. Strittmatter, Portsmouth; M. A. Silver, W. Jefferson; J. Y. Stimmel, Payne; Emery Thierwechter, Oak Harbor; E. O. Teegardin, Duval.

Books Received

THACKER'S DIRECTORY of Wholesale Grocers, Semi Jobbers and Chain Stores, will be issued in January for the 23d consecutive year, and is an invaluable mailing list for those selling grain, beans and other cereals to the grocery trade. It is complete and reliable. Published by the Orrin Thacker Directory, Columbus, O. Price \$1.25.

HEDGING AND SPECULATION is the title of a booklet by J. Ralph Pickell. The author shows in clear, simple language the difference between the gamble of speculation and the necessary hedge in the grain trade. His knowledge of the subject is extensive, and a fund of valuable information for the grain shipper is included in the work. Copies will be sent readers of the Journal free upon request to the J. Rosenbaum Grain Co., Chicago.

BULK HANDLING OF WHEAT is an abridgement of the report furnished by Metcalf & Co., Limited, and printed as parliamentary paper No. 114, exposing the deficiencies of the present bag system, analyzing the objections to the adoption of the bulk system, advantages of the bulk system, recommending in detail the method of operating a bulk system, specifying locations and capacity of country and terminal elevators and giving an estimate of the cost. The elevator scheme includes 4 terminal and 120 country elevators of 8,630,000 bus. capacity, for South Australia. Paper, 52 pages. Government Printing Office, Adelaide, South Australia.

ALEXANDRIA, VA.—The Virginia Feed & Milling Corporation, recently chartered with \$50,000 capital stock, will convert the large brewery of the Robert Portner Brewing Co. into a feed and milling plant. Alvin O. Portner of Washington, D. C., is pres., and Geo. D. Beuchart of this city, sec'y-treas. of the new company.

Program Nebraska Grain & Live Stock State Ass'n

The annual meeting of the Nebraska Farmers Co-operative Grain & Live Stock State Ass'n will be held Nov. 21-23 at Omaha, beginning with a visit to the Grain Exchange at 9 a. m., followed by the program:

TUESDAY, NOV. 21, 2 P. M.
Welcome Address, Mayor Jas. C. Dahlman.

Response, President J. S. Canaday.
Report of the Secretary-Treasurer.
Auditor's Report.
Field Report of the Secretary.

"What the United States Department of Agriculture and the University of Nebraska is Ready to Do for the Grain Grower and the Grain Trade." Address by Prof. H. C. Filley of the College of Agriculture of the University of Nebraska.

WEDNESDAY, NOV. 22, 9 A. M.
Session of the Managers, Temporary Chairman, C. W. Layton, Merna.
Organization, Election of Chairman and Secretary.

"Shall the Managers Meet Annually During the Month of June? Shall There be Two Meetings or One? If One Meeting Is Desired, Where Shall It Be? If Two Are Desired, Where Shall They Be?" Voting on the proposition.

9:00 A. M.
Session of the Directors. Temporary Chairman, Will J. Lee, Spalding. Organization. Election of Chairman and Secretary.

"Do We Hedge Our Grain?" Volunteers.
"How Do We Audit Our Books?" Volunteers.

"Does the Expert Auditor Pay When Employed Regularly?" Volunteers.
"How Our Company Serves the Community," Volunteers.

"Our Policy Toward Our Manager," Volunteers.

2:00 P. M.
"Hedging Grain." Educational Subject.
"Is It Good Business?" "What Are Its Advantages?" J. B. Swearingen, Pres. Omaha Grain Exchange.

"How To Do It." Question Box. W. J. Holmquist, ex-Pres. Omaha Grain Exchange.

"The Grain Standards Act. Its Application to the Grading of Corn."
Election of Officers.

WEDNESDAY, NOV. 22, 6:30 P. M.
Banquet by Omaha Grain Exchange.
Address, A. N. Steinhart, Sec. Farmers Grain Dealers Association of Illinois, Bloomington, Ill.

Address Hon. Henry T. Clarke, Chm. Nebraska State Railway Commission.
"What the Commission Can Do for the Elevator People and What It Can Not Do."

THURSDAY, NOV. 23, 8:00 A. M.
Visit to South Omaha.

2:00 P. M.
"The Car Shortage."
"Car Distribution."
"The Grain Storage Law."

Fireproof Storage for Texas.

The growing tendency among elevator builders to provide fireproof construction, especially in the matter of storage, is emphasized by the recent completion of a 25,000-bu. capacity steel storage plant for the Lubbock Grain & Coal Co. at Lubbock, Tex.

The elevator proper is of studded, iron clad construction, has a composition roof, and provides storage for 11,000 bus. Dimensions are 20x26 feet, and 30 feet high. The driveway of the elevator is 26 feet long by 12 feet wide, and under this is a 900 bu. dump. The elevator pit is 16 feet deep.

The house is divided into three main bins and four service bins. Equipment includes one 7½ h. p. and one 15 h. p. motor, a 1,000 bu. hopper scale, one leg with 4x5 inch buckets and one special leg with 6x7 inch buckets, manlift, No. 305 Grain Cleaner, power shovel and a No. 8 American Mill. Nine inch conveyors transfer the grain from the elevator to the six cylindrical steel storage bins and the two interstices. The conveyor operates within a steel gallery extending from the bin floor of the elevator over the top of the steel bins. A steel roof of curved design, as shown in the illustration is provided for the gallery this type of roof rendering the gallery less susceptible to damage by the elements. The plant was designed and built by the White Star Co.

Wheat Corner Reminiscences.

Grain Dealers Journal: Here is a little history which may be of interest to some of the readers of the Journal, and which I gathered from one of the old wheat buyers in a little town along the Mississippi River a few miles below La Crosse, Wis.

In 1863 "Old Hutch" from Chicago came up the river and contracted all the wheat he could, at \$1.36½, to be delivered in May of the same year. Before the time came for delivery wheat jumped to \$2.36½. Of course, all grain buyers were honest in those days and delivered their wheat at the contract price of \$1.36½.

The same year wheat went to \$3 per bushel at St. Louis. T. McMichael, Jr., Harrison, Mont.



Steel 25,000-bu. Tank Storage and 11,000-bu. Elevator at Lubbock, Tex.

Seeds

ROSWELL, N. M.—The Roswell Seed Co. has re-entered the trade.

GRAND RAPIDS, MICH.—The A. J. Brown Seed Co. has succeeded the Jones Seed Co.

MINNEAPOLIS, MINN.—Northrup, King & Co. will erect a warehouse and seed elevator to cost \$265,000.

HOPKINSVILLE, KY.—The F. A. Yost Co. has bot the seed and implement business of the Forbes Mfg. Co.

WEATHERSFIELD, CONN.—The Chas. C. Hart Seed Co. has been formed to succeed Hart, Welles & Co. C. C. Hart is mgr.

THE AMERICAN SEEDTAPE CO., New York, N. Y., has registered the word "Pakro" as a trade-mark for seeds, No. 97,887.

LAMONI, IA.—A storehouse has been erected by the Farmers Grain & Seed Co. New seed cleaning machinery has been installed.

SALINE, MICH., Oct. 28.—Clover seed is averaging about 1 bu. per acre; quality good; farmers disposed to sell.—Cool Bros. Grain Co.

WILSON & SON of Russellville, Ky., will continue their feed and field seed departments, having sold their grocery and produce business.

PETER H. DINGES, a farmer, recently hauled 357,900 lbs. of pop-corn to an elevator at Odeboldt, Ia., for which he received \$10,238.17.

CLEVELAND, O.—A warehouse will be erected by Wood & Co., dealers in seeds and grain, who have leased a storeroom and 500 square ft. of ground.

A COMMISSION to obtain a supply of good seed grain for 1917 in western Canada has been arranged for by the Dominion Government by order in council.

CLARINDA, IA.—The A. A. Berry Seed Co. is erecting a storage house 80x60 ft., and an elevator 40x40 and 85 ft. high of 60,000 bus. capacity to be equipped with three Clipper Cleaners.

RED AND WHITE clover was grown this year on a considerable acreage in the district near Burley, Idaho. The 1915 harvest included 16,892 acres of red, 9,995 acres of alsike and 572 acres of white clover.

WAKEMAN, O.—We have installed a 25-h. p. Muncie Oil Engine in our seed warehouse and also a 10,000-gallon fuel tank for the engine, which we purchased thru an advertisement in the Grain Dealers Journal.—C. S. Clark & Son.

COLUMBUS, O., Nov. 1.—The prospect for clover seed compared with an average is 82%, against 45% in 1915 and the estimated area of alfalfa 41,956 acres, against 59,902 in 1915.—G. A. Stauffer, sec'y State Board of Agriculture.

THE GRISWOLD SEED CO., of Lincoln, Neb., has been awarded 8 cents per 100 lbs. reparation on a shipment of sweet clover seed from Wheatland, Wyo., to Lincoln. The Interstate Commerce Commission held that the rate of 80 cents was unreasonable, as there was a rate at the same time between the same points of 72 cents on alfalfa seed, and there is no reason for a higher rate on one kind of seed than the other.

WEST BRANCH, MICH.—I have purchased the property of the Chicago Last & Die Co. at this place and remodelled it for a seed warehouse, which will be 32x85 ft., and a seed corn dry shed to be 24x72 ft.—E. E. Evans.

MT. STERLING, KY.—The Montgomery Circuit Court has ruled against D. S. Gay of Winchester, Ky., in his suit against the Kentucky Blue Grass Seed Co. to recover \$10,000 damages for failure to deliver seed on contract. The court held the contract was in restraint of trade and void.

STOSTRUM BROS., a seed firm at Cherokee, Ia., were fined \$50 and costs in a justice court at Dyersville recently on a charge of violating the Iowa seed law. Proceedings were instituted upon information filed by numerous farmers who complained that the seed purchased from that firm did not materialize as other seed had.

THE ATTENTION of seedsmen in the United States—particularly those who have had experience with grass seeds, nonirrigated seeds, and pasture-crop seeds generally—is invited to the advantages of their communicating with this office or of their writing directly to Dr. Miguel Calmon du Pin e Almeida (former Minister of Public Works), who is president of the Sociedade Nacional da Agricultura. His address is Rua Primeiro de Marco 15 sobrado, Rio de Janeiro.—U. S. Consul General Alfred Gottschalk, Rio de Janeiro.

CINCINNATI, O.—The J. Chas. McCullough Seed Co., defendant in a suit brot by E. W. Conklin & Son to recover damages for alleged infringement of trademark was awarded a dismissal of plaintiff's bill recently in the United States District Court. The evidence showed that defendant had priority in the use of the word "Acme" and the letters "J. C. McC" upon bags in which timothy seed had been sold, and had used this mark upon all kinds of grass seeds. Plaintiffs had used the word "Acme" and the initials E. W. C. only as a trade-mark for timothy.

TOLEDO, O., Nov. 4.—Clover seed speeded up again this week. Made a new high record on the crop. Early in the season October touched \$11.20, later sold below \$9.00, now prices again above \$11.00. February touched \$11.40 Friday. Along with everything else seed is there with a punch. It's a broad affair. Bulls of long ago who struggled along with 50 bags now try to swing a couple hundred or more. Bulls tackle everything with much self assurance. Most of them think nothing can break. Some bears beginning to think so too. When it gets unanimous perhaps something will come along and spill the beans. We've tried to be conservative and are bowled over in the rush to the top. We figured there were but few out and out bears, and that most sellers had the seed here, en route or at home. Still contend that \$11.00 discounts many a lost patch of seed, but what's the use of getting in the way. Too many bulls at the counter buying all the time. They may have a wad of it left next spring. Generally do. Most short crops have mighty long tails. Above sounds like we were a bit peeved at the advance. We're not, however, because most of our friends are bulls and long seed. It sounds that way because we are still trying to be conservative and want our friends to go a little slow when prices get so high.—J. F. Zahm & Co.

LANSING, MICH., Nov. 4.—The per cent of acreage of clover seed harvested compared with average years is 103 in the state, 108 in the southern counties, 104 in the central counties, 89 in the northern counties and 100 in the Upper Peninsula. The average yield per acre in bushels is 1.51 in the state and southern counties, 1.64 in the central counties, 1.97 in the northern counties and 2.00 in the Upper Peninsula. Acreage of clover seed was 177,000.—Coleman C. Vaughan, sec'y of state.

MINNEAPOLIS, MINN.—Employees of Northrup, King & Co., on Nov. 1 received checks representing shares in the profits of the firm for the fiscal year ending June 30. On length of service, the employees are divided into three classes. The percentage for the last fiscal year amounts to an increase of about 6½ per cent of their wages for those who have been employed one to five years, about 13 per cent for those in the service five to ten years, and about 20 per cent to those who have been working more than 10 years with the company.

TESTS at seven experiment stations in the northern plains area, covering a period of seven years, show that on an average the Ghirka beardless red spring wheat from Russia has yielded more than the Rysting Fife and Haynes bluestem common wheats, but less than the Kubanka durum wheat. The variety is susceptible to rust in moist seasons and in humid areas, but it has proved to be a valuable drought-resistant wheat. The quality of the Ghirka, however, is inferior to that of these standard wheats. J. Allen Clark, scientific assistant, Office of Cereal Investigations, Bureau of Plant Industry, reports in a recently published professional paper, Department Bulletin No. 450; "Many pure lines have been tested, and among them selections Nos. 4, 5 and 66 have thus far proved superior to the others and to the original mass variety in both yield and quality. They also compare favorably with the standard spring wheats of the Great Plains area in quality as well as in yield. The selections are also proving valuable material for crossing with varieties possessing greater rust resistance and high quality of grain."

Imports and Exports of Seeds.

Imports and exports of domestic seeds during August, 1916, compared with August, 1915, and for 8 months ending August, 1916, compared with the corresponding period ending August, 1915, as reported by E. E. Pratt, chief Buro of Foreign and Domestic Commerce, were as follows:

	IMPORTS.			
	August, 1915.	1916.	8 mos. ending August, 1915.	1916.
Castor Beans, bus.	16	145,477	675,801	994,307
Flaxseed, bus.	1,497,609	1,625,245	9,049,872	8,778,124
Red Clover, lbs.	31,360	342,312	7,962,860	28,751,681
Other clover, lbs.	1,255,625	889,649	7,552,681	5,104,238
Other grasses, lbs.	510,067	528,006	22,577,065	7,214,786
EXPORTS.				
Clover, lbs.	87,833	55,332	5,875,696	3,465,890
Timothy, lbs.	521,816	448,976	11,108,403	6,901,017
Other grasses, lbs.	83,219	45,052	2,181,185	2,096,879
Cotton, lbs.	500	558	819,562	1,230,081
Flaxseed, bus.	271	58	4,416	1,450

From the Seed Trade.

PHILADELPHIA, PA.—We do not think there is any considerable quantity of field seeds such as grass and clover and other forage seeds carried over by the trade here.—The Moore Seed Co.

LINCOLN, NEB.—We have had a bountiful crop of alfalfa seed all over Nebraska. There is a larger crop of clover seed than usual, but most of it is now in the hands of dealers. Timothy seed thru this section was heavier than usual but very little of it his left producer's hands on account of low prices. Cane, kafir and Sudan are very short.—E. S. Gunn, Gunn Seed Co.

FORT COLLINS, COLO., Nov. 6.—For the past eighteen months, there has been an almost unprecedented demand for beans. Under this stimulus the acreage of Colorado has very nearly tripled. The vast majority of this acreage consists of the Mexican Pinto, or Colorado Pinto, although there are some Teparies and some Navies. A part of the increased acreage is accounted for by special seed contracts with eastern firms.—Alvin Kezer, Colorado Agricultural College.

ATLANTA, GA.—This territory, so far as field seed is concerned, is more a producer of cow peas, velvet beans, southern varieties of seed corn and things of that character, and so far as we are able to judge at this time crops of these will be about normal this year. To the best of our knowledge there is little, if any, seed of the Southern field crops carried over from last year. The big single item for Southern planting, that is cotton seed, will in our opinion be very scarce at planting time next year. The exceedingly high prices paid by the oil mills at present are leading the farmer to reduce his planting stocks of cotton seed to a minimum, and if any disaster should happen to the early planted seed next year there will be great difficulty, if not an impossibility, in getting seed for planting.—H. G. Hastings Co.

COUNCIL BLUFFS, IA.—We find the acreage of timothy seed has been very large this year and big yields of timothy have been reported in all the principal timothy sections. There still seems to be considerable timothy in the hands of the farmers, and we also believe that the dealers are well stocked at this time, most of them having bought early, and having paid unusual high prices, so that the most of them at this time, are not encouraged and seem to be holding off. As for red clover, the acreage is about medium and the yields have been from 1 to 1½ bu. per acre and there seems to be considerable in the hands of the farmers, that they are holding for higher prices. We know of only one small lot of alfalfa seed that has been thrashed in this section, as you realize there is never much alfalfa seed thrashed here for seed. Alsike is something that is also very seldom raised for seed in this vicinity, and the same is

true with blue grass. The old seed crop of timothy and red clover last year has been pretty well cleaned up.—Younkerman Seed Co.

TOLEDO, O., Nov. 6.—Clover seed at highest levels on the crop. Foreign situation a factor. European crop is poor. Seaboard dealers are disappointed. They remembered the large imports of a year ago. Slow to take hold this year. New York receipts last week 2,530 bags. Exports may soon take place of imports. Foreigners said to want some of our good seed. Receipts are largest since 1912. More than usual amount coming from Michigan. Any further advance may attract seed from West. They liked our high prices year ago. Many October longs took delivery. Cash and October seed went to a carrying charge under future delivery. February delivery is commanding a premium. High prices may defer the demand and increase popularity of March later on. Biggest demand in recent years has come in March and April. Shipments usually nominal during Fall and early winter months. Arrivals generally pretty fair during November and December. There is no scarcity of seed in central states. Stocks are accumulating. Market must bear effect of receipts. Prices may be high enough for present.—Southworth & Co.

PATTONSBURG, MO., Nov. 3.—Seed crops, as far as timothy and red clover are concerned, have been very good with us this season; in fact, the crops of timothy and clover have been above the average, yet the yield of clover has been rather disappointing, not yielding as much per acre as really expected. There seems to be a good general demand for seed, and prices seem to be inclined higher all the time. As to decrease and increase in acreage of seed crops for the following season, we would really look for a decrease in both timothy and clover, due to the fact that much of the clover will be plowed up in the spring months and put in grain. In other words, the price of grain, especially corn, will have an influence in causing a larger acreage of corn to be planted. There being nothing as good as clover sod for corn, the natural consequence will be that this will be turned under and planted to corn. Much of the timothy in this section, as well as southern Iowa, has been killed by the unusually dry summer and fall. This being the case, we should not be surprised to see a large acreage of the present timothy put in grain crops in the spring.—Hyde Seed Farms.

Timothy Seed Movement in October.

Receipts and shipments of timothy seed at the various markets during October, 1916, compared with October, 1915, were as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Chicago, lbs.	5,631,000	5,578,000	5,363,000	5,283,000
Milwaukee, lbs.	1,624,795	707,800	63,958	279,806
Cincinnati, bags	18,725	10,824	8,908	9,160
Toledo, bags	2,580	5,593	1,220	1,131

Clover Seed Movement in October.

Receipts and shipments of clover seed at the various markets during October, 1916, compared with October, 1915, were as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Chicago, lbs.	1,308,000	1,921,000	602,000	596,000
Milwaukee, lbs.	672,080	1,378,726	56,004	1,375,044
Toledo, bags	16,492	8,658	1,186	824
*New York, bags	3,714	.....	1,337	.....
Cincinnati, bags	2,100	4,999	3,092	2,162

*Includes timothy and alfalfa seed.

Car Shortage Investigated

Chairman McChord of the Interstate Commerce Commission opened the first of a series of national hearings on Nov. 8 in the Federal Bldg., Louisville, Ky., with the view of investigating the shortage of cars in the south. Before the opening of the hearing Mr. McChord suggested to representatives of the railroads that they form a committee among the southern roads, similar to that of the eastern railroads, to lay embargoes and take any other steps necessary to temporarily relieve the shortage, while other plans of permanent relief are being worked out. This proposal was refused on the ground that the representatives present had not sufficient authority to act in this manner. It was intimated that the railway presidents would be called together instead.

Testimony obtained at the hearing indicated that each road had sufficient cars to care for its business providing the cars were available, but side-tracking, re-consigning, and unreasonable delays in loading and unloading caused such a slow movement that the shortage naturally grew worse. Holding of cars on foreign lines also reduced the transporting capacity of each road, the Louisville & Nashville reporting that it now has 16,668 cars less upon its tracks than it actually owns.

Most of the first day's hearing was given over to the shortage of coal cars, the popular excuse prevailing among the railroads for that condition being what they termed an abnormal demand for the product at this time of the year. Many of the railroad men testified that the only way to prevent the car shortage from becoming more acute was a strict compliance with the car service rules by all lines. A progressive scale of demurrage charges, it was said by the railroads, would prevent the shortage in freight car equipment from growing, and the adoption of penalties for the misuse of cars, it was thot, might be helpful.

W. L. Park, vice-pres. of the Illinois Central, testified that only 22,000 of the 67,000 cars owned by that company were at present on its lines. He advocated an increase in the per diem charged by one company against another for the use of its cars, from 45 cts. per diem as at present to \$1.25.

W. L. Barnes, supt. of transportation of the C., B. & Q. R. R., declared the apparent shortage of cars was due to a lack of efficiency in their distribution. The Commission is seeking data on the number of cars on the various railroads Nov. 1, the number of foreign cars on each road and what effort has been made by each road to have its cars returned and the result of such efforts. Statistics are asked as to number of old cars scrapped during the past 12 months as well as the number of new cars built within that period. Besides this the supply, exchange, interchange and return of cars is being looked into, together with the rules, regulations and practices of the railroads. At Louisville it was the intention to obtain a better view of local conditions before attempting to make recommendations for relief which would be as favorable to one section as to another.

I ENJOY reading the Grain Dealers Journal and think all agents of line companies as well as dealers should read it and keep posted.—J. E. Morris, agt. Western Grain Co., Gray, Ia.

Flaxseed Movement in October.

Receipts and shipments of flaxseed at the various markets during October, 1916, compared with October, 1915, were, in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Minneapolis	2,380,410	1,038,180	279,740	80,040
Duluth	966,088	230,927	309,004	114,701
New York	937,200	693,700	.....	.....
Winnipeg	384,100	272,650	.....	.....
Chicago	158,000	3,422,000	.....	4,000
Milwaukee	31,200	127,557	.....	.....
Kans. City	.....	2,000	1,000	.....

Grain Carriers

THE ERIE CANAL will be closed Nov. 21 to shipments from Buffalo.

THE C. & N-W. E. Ry Co. recently ordered 77 locomotive engines from one builder.

THE LOUISVILLE & Nashville has just placed orders for new rolling stock to cost \$10,000,000.

A GRAIN CAR overturned and burst open while being switched Oct. 18 at Janesville, Wis., on the C. M. & St. P.

THE B. & O. announced Nov. 3 that it had placed an order for 2,000 box cars, supplementing a prior contract for 1,000 cars.

EXPORT GRAIN RATES to the Gulf will be the subject of a hearing at Omaha, Nov. 23, by the Interstate Commerce Commission.

DEC. 6 at Washington the Interstate Commerce Commission will listen to oral argument on the question of reopening the Shreveport rate decision.

THE INTERMOUNTAIN rate case has been ordered reopened by the Interstate Commerce Commission. It will affect the rate on barley from the Pacific Coast.

THE PROPOSED INCREASES in the rates on grain for export thru Norfolk and Newport News have been suspended by the Interstate Commerce Commission.

THE ATCHISON Board of Trade has been authorized by the Commission to intervene in the case of the Omaha Grain Exchange vs. the C. R. I. & P. Rd.—P.

RECENT ORDERS for box freight cars include: Erie, 1,000; New York Central, 1,000; and Atlantic Coast Line, 1,200. The C. & N-W. has ordered 2,500 freight cars.

FREE LIGHTERAGE across the Hudson River to New York is the subject of a strong protest by Jersey City and Hoboken to the Interstate Commerce Commission.

THE NEW YORK PRODUCE EXCHANGE has complained against the unreasonable re-consignment charge of \$2 per car exacted by the eastern trunk lines at New York City.

FREIGHT CAR purchases by the railroads the first 10 months of 1916 have been 88,398, against 70,798 for the corresponding months of 1915, as reported by the *Railway Age Gazette*.

THE COMMISSION has declared the $2\frac{1}{2}$ c increase on grain and wheat and flour from Oklahoma point to Memphis, Tenn., not warranted, and the present rate of 20 cents will remain in effect.

THE NATIONAL COUNCIL of Chambers of Commerce of the United States has issued a call for a special meeting of the Council at Washington Nov. 17 and 18 to consider the railroad situation.

THE INTERSTATE Commerce Commission has dismissed the complaint of the Cavers-Sturtevant Co., against the C. & N. W., alleging unreasonable rates on corn shipped from Salix, Ia., to Cheyenne, Wyo., stored in transit at Council Bluffs.

THE COMPLAINT of the Milwaukee Chamber of Commerce against the Great Lakes Transit Corporation, relating to east-bound rates on grain products and grain by-products has been assigned for a hearing at Chicago, Nov. 10, before Examiner Watkins.

INCREASED RATES on grain and grain products from St. Louis to Perry, Ark., and other points in Arkansas have been suspended by the Interstate Commerce Commission from Oct. 27 to Feb. 24, 1917.

OMAHA's complaint against rates on grain and flour to Louisiana, Texas, Arkansas, Oklahoma and New Mexico will be heard by Examiner Brown of the Interstate Commerce Commission at Omaha, Nov. 13.

PHYSICAL VALUATION of railroads was ordered by Congress three years ago, and not until Oct. 25 did the Interstate Commerce Commission announce the first complete returns on the valuation of any railroad, the Texas Midland.

TARIFFS on wheat and corn from stations in Iowa, Minnesota, Missouri and the Dakotas to Omaha, Kansas City, St. Louis, Chicago, Minneapolis and Duluth have been issued in a new book by the Kansas City Commercial Club.

THE BOARD OF TRADE of Port Arthur, Canada, complains that 60 per cent of the Canadian grain shipped the past season went by United States ports and that present waterway development will increase traffic thru the United States.

ON A REHEARING the Interstate Commerce Commission has affirmed its former decision against an increase in rates on wheat and grain products from points in Oklahoma to Memphis. It is held the railroads failed to justify the increases.

J. F. WIESER & Co., grain dealers of Hico, Tex., in a complaint to the Commission against the M. K. & T. Railroad, allege overcharges on grain shipped from Salt Fork, Okla., and diverted to Galveston for export. A refund of \$721.50 is claimed.—P.

THE COMMISSION has authorized the C. M. & St. P. Rd. to maintain rates on grain from Mason City, Mason City Junction, Lohrville, Des Moines, Sioux City, Sac City, Ute and Storm Lake, Ia., to Omaha and South Omaha the same as rates on like traffic via the more direct line of the Chicago Great Western.—P.

REPARATION ORDERS recently issued by the Interstate Commerce Commission include \$33.76 from P. C. C. & St. L. to Dewey Bros. Co., Blanchester, O., on wheat from Spring Valley to Trebeins, O.; \$90.78 from Soo Line to Mueller Grain Co., Peoria, Ill., on corn from Minneapolis to Peoria; and \$706.24 from C. & N-W. Ry., to Mike Burke on corn from Danbury, Ia., to Kansas City, Mo.

A PROGRESSIVE INCREASE in demurrage charges is urged by the Merchants Exchange of Memphis, Tenn., in a resolution adopted Oct. 23, declaring that roads serving that territory have a large number of cars on northern lines which they are unable to have returned. The Exchange recommends a charge of \$1 per day for the first three days, \$3 per day for the next three days and \$5 per day for each succeeding day, and that the increased rate be continued in effect until Feb. 1, in congested districts.

THE FLANLEY GRAIN Co., of Sioux City, Ia., in a complaint to the Interstate Commerce Commission against the C. St. P. M. & Omaha, attacks the rate on corn from Hospers to Sioux City and thence to Council Bluffs. It points out that as a result of the lower rate to Council Bluffs on intrastate traffic than on interstate business competitors with Elevators at Council Bluffs are enabled to make intrastate shipments of grain from Hospers. A refund on former shipments amounting to \$29 is asked.—P.

TO RELIEVE the car shortage five important lines of railroad in West Virginia have filed schedules with the state public service commission increasing the demurrage effective Dec. 1 after the 48 hours for free time to \$2 for the first day, \$3 for the second, \$4 for the third and \$5 for each succeeding day thereafter.

THE COMMISSION has authorized the N. O. & T. P. Ry. to establish rates on grain from Cincinnati to points in Carolina territory which when added to the rates to Cincinnati from points north and west, equal the rates via Virginia cities, and to establish rates from Ohio River crossings, St. Louis, Memphis and Nashville on the same basis.—P.

EX-LAKE RATES on grain for export from West Fairport, O., Erie, Pa., Buffalo and Oswego were increased Nov. 1, the I. C. C. having refused suspension. Effective Nov. 6 a similar increase was made from Lake Huron ports. The new rates to New York and Boston are: wheat, 6.6; corn, 5.3; oats, 3.9; barley, 5.2; rye, 6.1; and flaxseed, 6.6 cents.

THE NORTHERN PACIFIC started the fiscal year with sufficient equipment to meet all requirements, but the railroads now are obliged to carry an enormous coast to coast tonnage that formerly was carried thru the Panama Canal by ships that have deserted that trade for greater profits elsewhere. Wheat and other western commodities are now moving eastward for export thru New York and Baltimore.—J. G. Woodworth, vice pres.

THE TEXAS RAILROAD COMMISSION recently was granted an order by the United States District Court restraining the Texas railroads which did not participate in the Atlanta injunction suit from operating under the new tariff 2-B. The 32 roads concerned may now operate under the advanced freight rates established by the State Commission and not under the new rates approved by the Interstate Commission, effective Nov. 1.

THE FEDERAL GRAND JURY at Santa Fe, N. M., has returned two indictments, each in ten counts, against Herbert Herzstein for violation of the Commerce Act. He was charged with rebilling shipments of dried beans at intermediate points, and obtaining a combination rate, by which he obtained interstate transportation at less than the thru rate. The indictment also charges Herzstein with falsely reporting to the railroads the weights of carload shipments of corn.—P.

AT THE HEARING by the Illinois Public Utilities Commission at Springfield, Nov. 3, on the reopening of its order that after Dec. 1 grain cars should be distributed pro rata according to the amount of business done by each shipper during the past four years the principal argument was made by Jas. L. Coleman of Chicago, attorney for the Santa Fe, who declared the ruling was a violation of the law, which is that cars shall be distributed among shippers according to their requirements. He argued that the public utilities commission had no jurisdiction in the matter—that it was a question which would be decided by the Interstate Commerce Commission. He also said that the ruling of the commission that the railroad companies post in their stations the number of cars shipped was in violation of the law, which provides that railroads shall not give shippers information as to the business of their competitors. The Illinois Grain Dealers Ass'n and the Farmers Grain Dealers Ass'n of Illinois opposed the railroads' motion to vacate the order.

AN EMBARGO on wheat to the Locust Point elevators at Baltimore was placed by the B. & O. R. R. Co. Nov. 2, on account of accumulation.

SEVENTY SHIPPERS and railroad men were present Nov. 2 at a hearing before the Nebraska State Railroad Commission at Lincoln on the car shortage. J. W. Shorthill declared that low demurrage rates are to blame for much of the congestion.

JUDGEMENT against the C., C. & St. L. R. R. Co. for \$1,844.67 damages was recently granted the Nading Mill & Grain Co., of Shelbyville, Ind., by Judge Blair in the Shelby Circuit Court on account of damage to a car of corn that became wet in transit. The suit has been in court for 7 years.

SUIT to test the Adamson law was filed Nov. 8 at Omaha by the Union Pacific Railroad Co. The bill of complaint alleges that the law is unconstitutional because it is not a proper regulation of interstate commerce, because it violates the guarantees of the fifth amendment to the Federal Constitution and because it is unworkable as applied to existing conditions under which the trainmen are operating.

ALLEGATION that hundreds of cars loaded with grain are being held by shippers at Kansas City, Wichita, and Hutchinson at the old reasonable demurrage, has led the Kansas Public Utilities Commission to order an increase in the rates as follows: Under the new rates, 48 hours of free time is allowed for unloading cars as heretofore a charge of \$1 a day is made for the next 48 hours, \$2 a day for next succeeding 48 hours, \$3 a day for the next two days, \$4 a day for the next two, and for all succeeding days a flat rate of \$5 a day will be charged. On open cars without drop bottoms 80,000 pounds or more capacity, 72 hours of free time is allowed, after which the foregoing schedule will apply. Under the old rates the demurrage charge was \$1 a day.

A PROTEST against the increase in demurrage contemplated by all the carriers effective Dec. 1 will be made by the shippers' organizations, to the Interstate Commerce and State Commissions. The proposed new rates are: After the expiration of free time, \$2 for the first day; \$3 for the second day; \$4 for the third day; and \$5 for the fourth and each succeeding day. Under rule 9, average agreement, the period during which the debits on a car may be canceled by credits will be changed to three days' instead of 5 days' detention. The weather rule, Rule 8, Sec. A, will be abolished. A special meeting of the National Industrial Traffic League was held Nov. 6 at Chicago to consider plans for fighting the increase, and named the following committee to represent the League: F. B. Montgomery, traffic director of the International Harvester company, chairman; Frank Bentley of the Illinois Steel company, Charles Rippin of the St. Louis grain exchange, and D. F. Hurd of the Cleveland chamber of commerce. It is expected that the league will work for the adoption of an increased per diem charge for cars off their home lines, the assumption being that if the railroads are penalized for holding back cars they will rush them along.

Coming Conventions.

Nov. 21, 23.—Nebraska Farmers Grain & Live Stock State Ass'n at Omaha, Neb.

Traffic League Meets.

The annual meeting of the National Industrial Traffic League was held at the Hotel Sherman Nov. 9 and 10, the larger part of both days being given over to closed sessions to determine whether or not it would be advisable to be represented before the Newlands Com'te, which will investigate railroad regulation. This subject appeared on the docket of the League as "Joint Senate Resolution No. 60, Proposed Investigation of Federal Regulation and Incorporation of Railroads." The discussion occupied all of Thursday afternoon, Friday morning and part of Friday afternoon, and at the time of going to press no decision had been reached.

Election of officers was held Thursday morning, and resulted in the re-election of G. M. Freer, Cincinnati, O., as pres.; O. F. Bell, Chicago, Ill., sec'y-treas., and W. H. Chandler, Boston, vice-pres. E. F. Lacey, ass't sec'y, continues in that capacity.

Following the election of officers the subject of demurrage was brot up for discussion. In its report to the convention the com'te on car demurrage and storage said:

DEMURRAGE COM'ITE REPORT.

Instances have been brought to the attention of the Demurrage Com'te where receivers of carload freight have paid demurrage and track storage charges through the inability of the delivering line to furnish information with respect to the name of the shipper. Your attention is respectfully invited to that portion of circular issued by the League date Feb. 27, 1915, having reference to freight bills showing the name of the shipper. For ready reference the item above referred to is reproduced.

"The League has devoted a great deal of effort to securing complete freight bills showing full information as to shipments covered thereby and was a party to the recommendation adopted by the Commission in its report in the Matter of Freight Bills, 29 I. C. C. 496, among which recommendations was included a provision that the name of the shipper should be shown. In a report just made public in Michigan Steel Boat Co. vs. Michigan Central R. R. Co. et al., 32 I. C. C. 576-577, the Commission referred to the proceedings above referred to and states:

"The defendants will be expected in the future, therefore, as to straight consignments, to state in their way-bills and freight bills the name of the shipper. If any further difficulty be experienced by complainant, the matter may be brought to our attention."

"The attention of the members of the League is invited to this decision in connection with any difficulty they may be experiencing in enforcing their demands for complete freight bill."

Shipments Reconsigned.—It develops that several members of the League are experiencing trouble in interpreting Section B, Paragraph 2 to Demurrage Rule 2, which for ready reference is quoted below:

"Section B—24 hours (1 day) free time will be allowed;

"2. When cars are held for reconsigning or reshipment in the same car received."

Attention is invited to the fact that Demurrage Rule 3 provides the 24 hour (1 day) free time period applies from the first 7 a. m. after notice of arrival is sent or given consignee. The provisions of this rule should be applied in connection with paragraph 2, Section B of Demurrage Rule 2 above quoted—for example: If a car is placed at 9 a. m. the receiver is entitled to the balance of that day in addition to 24 hours from 7 a. m. the next morning, in which to reassign or reshipe the lading in the same car before demurrage will begin to accrue.

Demurrage Rule 6, Section D.—Demurrage Rule 6 provides "cars received from switching lines and held by carrier line for billing instructions are subject to demurrage charges from the first 7 a. m. after arrival on the carrier line until billing instructions are received with no free time allowance and without notice." It will be recalled at the Detroit meeting the League membership recommended that this rule be amended to provide that "cars loaded with grain will not be subject to demurrage

charges until the second 7 a. m. after arrival on the carrier line." The matter is under consideration and it is expected the American Railway Association will eventually agree with your Committee.

It was decided to file a protest against the increased demurrage rules which the carriers have asked be made effective Dec. 1.

The B/L Com'te reported what progress had been made in the matter of a uniform B/L.

A delegation of four members volunteered to represent the League at the Louisville hearing now going on before Chairman McChord of the Interstate Commerce Commission, should that hearing continue after the close of the League's meeting.

The weighing committee reported as follows:

Tolerance on Empty Box Cars.—Your committee is negotiating with the American Railway Association for a provision in the National Code of Weighing Rules establishing a tolerance of 300 lbs. in connection with the tare weight of box cars and a further provision that when a car is weighed light and loaded on request of the shipper or consignee and a difference between the marked and actual weight of more than 300 lbs. is disclosed, there will be no charge against shipper or consignee for the weighing service. If such a rule can be established it will result in more frequent reweighing and stenciling of box cars.

Millers Consider Wheat Grades.

The U. S. Dept. of Agricultural having solicited information from everyone interested in the proposed grades for wheat, tentative standards were brot up for consideration at the meeting of the Millers National Federation at Chicago, Oct. 27 by Fred J. Lingham, of Lockport, N. Y., chairman of the committee on grain standardization and inspection.

The millers agreed that the moisture test should be applied in grading wheat, and that the first three grades should contain not to exceed 13½ per cent.

Dockage as practiced in the Northwest was approved and it was agreed that wheat containing one-half pound or less of dirt and foreign substances should be considered clean.

Classification of wheats in a most detailed way was favored by the millers, and four grades in each class, Nos. 1, 2 and 3 and sample, the latter to include wheat containing garlic. The classes are northern, velvet chaff, durum, western spring, western club, western winter, turkey, semi-dark, yellow, eastern winter, soft red winter and soft mixed winter wheat; each section of the country to state its preferences for weight per bu.

Aug. 1 in spring wheat and June 1 in winter wheat territory were the dates recommended for the new grades to take effect.

GRAIN ELEVATORS will be erected in the trans-Ural district of Russia. At a meeting at Chelyabinsk a few months ago it was voted by the town, country and exchange representatives to erect elevators at Kustan and another on the line of the Troitz Railway, both of 16,000 tons capacity, and if the railway is extended to Dzhiar-Kul a third of 8,000 tons capacity. Smaller elevators not to exceed 3,200 tons are to be erected at Urgamish, Meschino and Kayasan.

EXPORT GRAIN was loaded recently at Philadelphia on the steamer Borge, 112,000 bus.; Hawksher, 208,000 bus.; Mainby Abbey, 208,000; Mirjam for Norway, 192,000 bus.; Regent, 160,000 bus.; Wimborne, 288,000 bus., and Michael, 192,000 bus.

Grain Trade News

ARKANSAS

Little Rock, Ark.—A resolution has been filed dissolving in Arkansas the Scott County Mlg. Co., of Sikeston, Mo.

CANADA

Vermilion, Alta.—The Hayward Grain Co. is building an elvtr.

Pincher, Alta.—The Doukhobor Elvtr. is rapidly nearing completion.

Tofield, Alta.—Strong & Dowler are building an elvtr. at this station.

Mundare, Alta.—The Fraser Grain Co. will build an elvtr. at this station.

Lloydminster, Alta.—The Richardson Elvtr. Co. will build a 200,000-bu. elvtr.

Kitscoty, Alta.—A 35,000-bu. elvtr. will be erected by the Hayward Lumber Co.

Redland, Alta.—An elvtr. is under construction for Strong & Dowler, of Calgary.

Vegreville, Alta.—The recently incorporated Home Elvtr. Co. is building an elvtr.

Chipman, Alta.—The erection of an elvtr. here is contemplated by the Fraser Grain Co.

Oberlin, Alta.—Work has been started on an elvtr. for Strong & Dowler, of Calgary.

Rocky Mtn. House, Alta.—Work has commenced on an elvtr. for Strong & Dowler.

Bon Accord, Alta.—Strong & Dowler, of Calgary, are building elvtrs. here and at nearby stations.

Scottford, Alta.—Construction work has been started on an elvtr. for Strong & Dowler, of Calgary.

Arnprior, Ont.—Davis Craig has let contract for an elvtr. and mill to cost approximately \$18,000.

Harris, Sask.—The elvtr. of the British America Elvtr. Co. burned Nov. 3, with an estimated loss of \$40,000.

Ardenode, Alta.—Strong & Dowler, of Calgary, have let contract for the erection of an elvtr. at this point.

Ft. William, Ont.—The Ogilvie Flour Mills Co. has let contract for an annex to its elvtr., to cost \$20,000.

WINNIPEG LETTER.

Dr. C. N. Bell, for the last 30 years sec'y of the Winnipeg Grain Exchange, has resigned and the position has been offered to Dr. Magill, chairman of the Dominion Grain Commission.

We are indebted to Sec'y Chas. N. Bell for a copy of the 8th annual report of the Winnipeg Grain Exchange. It contains a list of the presidents since 1903, the present officers, council, com'tes of arbitration and appeals, list of members and registered firms and companies. Pres. W. E. Milner's address is given in full and also the council's report. Tables showing the increase in the grain storage capacity from 1892 to Jan. 1, 1916, statistics covering the crop acreages, yields, etc., inspections of coarse grain, receipts and shipments of grain, closing prices at Winnipeg for the year, are also given in the report.

COLORADO

Matheson, Colo.—The elvtr. of the Farmers Grain Co., which was closed during the summer, has been reopened.

Pueblo, Colo.—The Pueblo Mlg. & Elvtr. Co. has equipped its elvtr. with a Hall Signaling Grain Distributor.

Glenwood Springs, Colo.—The Farmers Mlg. & Power Co. is building an addition to its warehouse in West Glenwood.

Flagler, Colo.—Axel Felt is in charge of the elvtr., which the Flagler Equity Co-operative Ass'n is operating under lease.

Bovero, Colo.—The Bovero Equity Exchange, which has been organized with a capital stock of \$10,000, will build a grain warehouse.

IDAHO

Idahome, Ida.—The Burley Mlg. & Elvtr. Co., of Burley, is considering the erection of an elvtr. at this point.

Wilder, Ida.—I am agt. of the recently completed elvtr. of the Wilder Mlg. & Elvtr. Co.—Fred A. Miller.

Kimberly, Ida.—The Idaho Seed & Produce Co. has installed a Hall Signaling Grain Distributor in its elvtr.

Jerome, Ida.—The Jerome Mlg. & Elvtr. Co. has practically completed its elvtr., for which it let contract some time ago.

Weiser, Ida.—The Weiser Mill & Elvtr. Co. has installed a Hall Signaling Grain Distributor in its new 90,000-bu. concrete elvtr. A 300-bbl. flour mill will now be erected in connection.

Ashton, Ida.—My brother and myself have bot the 4 elvtrs. of the Merrill Grain Co. at this and surrounding points. The firm name will be Thomas Bros. and the headquarters will be at this city.—H. Thomas. The elvtrs. are located at Ashton, Felt, Tetonla, Grainville (Drummond p. o.) and a warehouse at Lamont.

ILLINOIS

North Henderson, Ill.—The Neola Elvtr. Co. is building a feed warehouse.

Bethany, Ill.—The Bethany Grain Co. has installed a Mattoon Grain Conveyor in its elvtr.

Mt. Pulaski, Ill.—The Farmers Elvtr. Co. will install a standard fire hydrant for its protection.

Cerro Gordo, Ill.—The Cerro Gordo Grain & Coal Co. is installing a new boiler at its west elvtr.

Beckemeyer, Ill.—The Farmers Elvtr. Co. contemplates the installation of a wheat cleaner.

Peoria, Ill.—The estate of the late Charles H. Feltman, grain dealer, is valued at nearly \$250,000.

Tiskilwa, Ill.—A 10-h. p. electric motor has been installed in the elvtr. of the Tiskilwa Grain Co.

Dailey sta. (Penfield p. o.), Ill.—A large coal shed is under construction for the Farmers Elvtr. Co.

Egan, Ill.—We have succeeded A. E. Clevidence at this station and Myrtle.—H. A. Hillmer Co., Freeport.

Snyder, Ill.—The new elvtr. was placed in operation Oct. 16, with Fent Forsythe, of Pueblo, Mexico, as pres.

Paris, Ill.—Wm. N. Burt, for many years in the grain business here, died Nov. 4, following a lingering illness.

Quincy, Ill.—E. Lowitz, of Chicago, has opened a private wire office in this city, with Jos. Daniels in charge.

Avon, Ill.—A. B. Curtis has practically completed the 20,000-bu. elvtr., for which he let contract to the Newell Construction Co.

Ridgefarm, Ill.—The corn cribs of the Farmers Elvtr. Co., on the Big Four, burned Oct. 21. The elvtr. was not damaged.

Raymond, Ill.—The Farmers Grain & Supply Co. is planning the erection of a 35,000-bu. elvtr. to replace its old 18,000-bu. house.

Freeport, Ill.—We now operate at Freeport, Ridott, German Valley, Wadham, Dakota, Davis, Myrtle and Egan.—H. A. Hillmer Co.

Flanagan, Ill.—The Farmers Grain & Coal Co. will install a new Fairbanks Engine in its elvtr. The office is being redecorated.

Watson sta. (Metcalfe p. o.), Ill.—The National Elvtr. Co. has rebuilt its elvtr., which burned May 9, and it is now in operation.

Hartsburg, Ill.—Larkin G. Nall has been retained as mgr. and Frank Behrends, asst mgr., of the Hartsburg Grain, Coal & Lumber Co.

Waynesville, Ill.—Paul Kuhn & Co. have built a new concrete scale pit, added new oak flooring, and remodeled the exterior of their elvtr.

Thomasboro, Ill.—I have built a 15,000-bu. corn crib. An electric motor has been installed to operate the dump.—Clarence T. Walton.

Jessie sta. (Hume p. o.), Ill.—The National Elvtr. Co. has rebuilt its elvtr., which burned May 10, and it is now receiving grain.

Rankin, Ill.—George Petri has been refused a permit, by the village board, to erect a frame elvtr., to replace the one burned Aug. 4.

Sullivan, Ill.—The Bartlett, Frazier Co., of Chicago, has opened a private wire office in the Arcade Bldg., with F. H. Farnsworth in charge.

Kirkpatrick switch (McComb p. o.), Ill.—Jos. McKamy is remodeling his elvtr. The driveway has been changed and a basement will be added.

Cody sta. (Springfield p. o.), Ill.—The Central Illinois Grain Co. is building a 20,000-bu. elvtr. to replace the one which burned last December.

Mt. Carmel, Ill.—Logan Litherland has bot the interest of W. E. Stockman in the Bluff City Mill & Elvtr. Co., which lost its elvtr. by fire Aug. 8.

Murrayville, Ill.—The foundation for the new 35,000-bu. elvtr. of the Farmers Elvtr. Co. has been finished and work is progressing on the superstructure.

Winnebago, Ill.—The Freeport Midland Co., of Freeport, has bot the business of the Winnebago Grain & Lumber Co. and will take possession Dec. 1.

Martinton, Ill.—J. E. Hawthorne, of Bloomington, succeeded Harry Heiser on Nov. 1 as mgr. of the Farmers Elvtr. Co. and Mr. Heiser is now at Cropsey.

Lake Fork, Ill.—Work is progressing on the elvtr. for which the Mansfield Ford Grain Co. let contract. This elvtr. replaces the one burned Aug. 12.—W. H. Crain, agt.

Streator, Ill.—Joseph Beem, representative of Logan & Bryan at this city, has severed his connection with that firm and embarked in the bonding business in Iowa.

Little Indian, Ill.—Sparks from a passing locomotive, Oct. 26, are believed to have caused the fire in the elvtr. of R. G. Crum, which spread and destroyed almost the entire town.

Champaign, Ill.—J. H. Eversole, for 9 years correspondent for Logan & Bryan, Chicago, has retired from business and the firm's office, in the Kariher Bldg., will be discontinued.

Lowder, Ill.—The elvtr. and mill of the Hairgrove & Shearburn Elvtr. Co. burned recently, with a loss of \$12,000. The property was owned by F. G. Shearburn and J. N. Hairgrove.

Cairo, Ill.—Improvements for the better protection of grain are contemplated in the Cairo Elvtr., owned by the Illinois Central R. R. and operated under lease by the Pendleton Grain Co., of St. Louis, Mo.

Cropsey, Ill.—C. H. Pratt has resigned as mgr. of the Farmers Elvtr. Co. and bot the elvtr. of Hayward Bros., which he will operate on his own account. Harry Heiser, of Martinton, has succeeded him with the Farmers Elvtr. Co.

Conover sta. (Kilbourne p. o.), Ill.—Contract has been let for an elvtr. to replace the one, owned by the Blakeley Estate, which burned Sept. 12. The Turner-Hudnut Co. had operated the elvtr. under lease.

Curran, Ill.—The Central Illinois Grain Co. has completed a 20,000-bu. elvtr. on the C. P. & St. L., equipped with up-to-date machinery. No contract was let for the elvtr. as it was built by the company. J. J. Powers is in charge.

Hillsdale, Ill.—Alvin T. Freis has taken charge of the 65,000-bu. elvtr. of J. F. Butzer and it will now be operated under the name of Butzer & Freis. H. H. Palmer, who leased the elvtr. for 10 years, did not renew the lease, which expired last June.

Tuscola, Ill.—Clifford Chambers and William Foote, of Sadorus, have bot the elvtr. and coal business of Parker & McCarty, located on the C. & E. I. Mr. Chambers has taken charge and his partner, Mr. Foote, will manage their elvtr. at Sadorus.

Peoria, Ill.—The C. H. Feltman Grain Co., incorporated; capital stock, \$25,000; incorporators, Ethel E. Feltman, V. T. Turner and Frank L. Wood. The company takes over the business of C. H. Feltman and will continue it, as heretofore, under the same management.

Curtis sta. (Greenview p. o.), Ill.—We are making repairs, building a cob burner and giving the elvtr. and machinery a general overhauling. We expect to make extensive improvements and substitute electric motors for steam power in the spring.—Begg & Hatch, Greenview.

Ocoya, Ill.—G. W. Graham, of Streator, and L. L. Bennion, of Chenoa, have purchased the Rogers Elvtr., which they had been operating under lease. The office has been moved farther east and enlarged, and the scales will be put on a new foundation. A new engine is now being installed.

Champaign, Ill.—J. P. McEnroe, aged 30 years, fell 90 ft. when 22½ ft. of a concrete smokestack, being constructed at the elvtr. of the Cleveland Grain Co., collapsed Nov. 1. When taken from the wreckage it was found that his right shoulder and arm were broken but he had not lost consciousness.

Prairie City, Ill.—Fire Oct. 20 destroyed the Dole Elvtr., which was operated under lease by Henry Berry, under the name of the Prairie City Elvtr. Co. It contained about 10,000 bus. of oats, 2,000 bus. of wheat and 1,000 bus. of corn. The building was insured and the loss on the grain is partly covered by insurance.

La Salle, Ill.—Hatton & Bonges, operating an elvtr. at Cedar Point, will open an office in this city. They have bot a membership in the Chicago Board of Trade and, according to report, will have a joint account with Lamson Bros. & Co. Mr. Bonges will continue to manage the elvtr. of the Farmers Elvtr. Co. at Ottawa.

Colfax, Ill.—We expect to have our new elvtr. completed and ready to take in grain by Dec. 15. The house is of solid concrete construction, with a capacity of 35,000 bus. Geo. W. Gelsthorpe, mgr., is on hand, looking after the construction work and contracting grain for delivery when ready for business.—Farmers Co-operative Co.

Jacksonville, Ill.—Charles R. Lewis, of Springfield, and John W. Clary, of this city, have purchased the Begg interests in the elvtrs. at this city, Markham and Savage sta. (Jacksonville p. o.). The firm in Jacksonville will be known as the Lewis-Clary Grain & Coal Co. The elvtr. at Markham will be operated as the Clary-Lewis Co. and the Savage property as the Laurie-Lewis Co. Mr. Lewis has control of 13 elvtrs. aside from these 3 houses. As a member of the firm of the Lewis-Lynd Grain Co. he controls a large elvtr., transfer house and milling company in Springfield, where he has his headquarters. Mr. Clary has been associated with Mr. Lewis for 6 years. He formerly managed the elvtr. at Markham and recently took charge of the elvtr. and coal yard here.

CHICAGO NOTES.

Ben Striblin, at one time a member of the Board of Trade and well known in cash grain circles, died Nov. 1.

The rate of interest for November has been fixed by the finance com'te of the Board of Trade at 5% per annum.

The Cragin Products Co. has been organized and has engaged in business, operating one of the elvtrs. of Frank Delaney.

J. C. Schwartz, who in 1890 was suspended from the Board of Trade for business irregularities, has applied for reinstatement.

Geo. B. Quinn has become identified with E. Lowitz. He will continue to handle his present trade in his old offices in the Board of Trade Bldg.

John Inglis and his wife on Oct. 25 celebrated their golden wedding anniversary in the presence of 10 children, 16 grandchildren and a host of friends.

An amendment to the rules of the Board of Trade requiring solicitors to pay a fee of \$25 and an annual license fee of the same amount, has been posted for ballot.

An amendment to the rules of the Board of Trade exempting pending contracts from changes in rules for grading corn made by the federal or state authorities has been posted for ballot.

James P. Ryan, in the cash grain business for some time, is now connected with Re Qua Bros. and will take care of a portion of their grain business on the floor of the Board of Trade.

An examination of applicants for licenses as inspectors of shelled corn in the grain standardization laboratory will be held at this city Nov. 13 at 9 a. m. W. J. O'Loughlin will have charge of the examination.

Two brokers, not members of the Chicago Board of Trade, recently were deprived of their continuous market quotations by order of Joseph Griffin, pres., for accepting speculative trades from women.

James H. Milne, aged 72 years, veteran grain dealer, and at one time vice-pres. of the Board of Trade, died Oct. 26, following an illness of several months' duration. He retired from active business about 8 years ago.

An informal luncheon was given Nov. 4 by the friends of Wm. J. Dwyer, the new chief of police of the Board of Trade, at which he was presented with a gold star, set with diamonds. Messenger boys as well as grain dealers were invited.

W. L. Heptig, who has been connected with the grain trade of this city for the last 17 years, has organized the firm of W. L. Heptig & Co., to specialize on grain commission. Offices have been opened in the Insurance Exchange Bldg.

A shortage in insurance on grain in Chicago elvtrs. is making it difficult for holders to get complete protection against fire. Desiring not to get too large a sum at risk in any one house the companies limit the amounts they will take; but with values per bushel 75% higher than usual their lines are becoming exhausted. To help out the companies are writing insurance additional to their usual lines.

An investigation of the books of Board of Trade firms to adjust their stamp taxes on all trades, has been made by the federal government. It was announced, some time ago, that transferred trades did not have to pay the tax. Recently, however, the government has compelled brokers to pay taxes on all trades. The Open Board received a bill for \$43,000 for back taxes; and the revenue agents have assessed Elick Lowitz \$59,714. When protest is made to Wm. Osborne, commissioner of internal revenue at Washington, brokers are informed that the revenue office invariably resolves all doubts in the interpretation of the law in favor of collecting the tax, and suggesting with the suggestion that the tax be paid and suit be brot against the government to recover the amount unjustly collected.

J. Finley Barrell, of Finley Barrell & Co., will retire and after Jan. 1, 1917, the firm of Block & Maloney will conduct the business. The members of the firm are Benjamin Block and Peter Maloney, who began as a messenger boy for the company less than 20 years ago. Mr. and Mrs. Barrell intend to travel as Mrs. Barrell's health is failing.

An amendment to Sec. 23 of Rule IV of the Board of Trade has been posted for ballot by the directors. It provides for an increase in the license fee for private wire offices from \$2 to \$15, except that the branch wire offices of firms having main office in Chicago are to pay only \$7.50. Three-fourths of the money so collected is to be applied to liquidate the bonded indebtedness of the Board of Trade.

Orphy Friedman, Franz A. Stude, John W. McGraw, Hugo D. Lehmann, Frederick W. Groesseb, John Krouth and Anthony E. Barrett have applied for membership in the Board of Trade. Donald M. Miller, of Harris, Winthrop & Co., and A. Francke, of New York, H. L. Wilkinson, L. G. Bournique and F. G. Sprague have been admitted to membership and the memberships of Edward C. Remick, M. C. Holyrod, J. H. Eversole, E. L. Hitch, B. F. Hales, C. J. Winter and the estate of Andrew Hazlehurst have been posted for transfer. Memberships are quoted at \$7,500 net to buyer.

Effective Dec. 1, the Belt Ry. has advanced its switching charges on shipments originating beyond Chicago and handled by the Belt Ry. as an intermediate carrier between connecting lines to \$3.50 per loaded car and \$1.75 per empty car. The present charges of the Belt Ry. on this class of traffic are \$3 per loaded car and \$1.50 per empty car. This increase will be borne by the shipper where inbound switching charges are not absorbed and we have petitioned the Interstate Commerce Commission to suspend the operation of same. The increase has been suspended by the State Public Utilities Commission of Illinois, who are now holding hearing thereon.—J. S. Brown, Manager Transportation Department, Chicago Board of Trade.

INDIANA

Sims, Ind.—A farmers elvtr. company is being organized.

Angola, Ind.—Sheldon & Co. are building a corn crib near their elvtr.

Rockport, Ind.—The Cadick Mfg. Co., of Grandview, is erecting an elvtr. here.

La Crosse, Ind.—I am no longer mgr. of the Farmers Elvtr. Co.—A. W. Walls.

Morristown, Ind.—Patten & Zike are making a few improvements in their elvtr. here.

Columbus, Ind.—Ben C. Thomas is installing a 1,500-bu. sheller in the basement of his elvtr.

Lebanon, Ind.—The Lebanon Grain Co. is building an elvtr.—A. D. Shirley, of Shirley & Jones.

Lakeville, Ind.—Lee Wolff & Co. have purchased a Hall Signaling Grain Distributor for their elvtr.

Kimmell, Ind.—An addition has been erected to the B. & O. Elvtrs., which will be used for storing feed.

Ft. Wayne, Ind.—The firm of S. Bash & Co. is in the hands of a receiver. Chas. S. Bash, pres., died Sept. 24.

Indianapolis, Ind.—The Central Grain Elvtr. Co., of Ohio, has abandoned its corporate authority to do business in Indiana.

Rileysburg, Ind.—M. A. Current has let contract for an elvtr., to replace the one burned Sept. 26, to the Reliance Construction Co.

Montmorenci, Ind.—The Farmers Elvtr. Co. has installed 6 electric motors in its new 40,000-bu. elvtr. for which it let contract to the Reliance Construction Co. The building is now in operation with W. R. Owen as mgr. and Elwood Booher, ass't mgr.

Anderson, Ind.—J. D. Van Camp, member of the Wellington Mfg. Co., operating an elvtr., was married recently to Miss Ethel Roller.

Grass Creek, Ind.—H. C. Hirsh, formerly in the grain business at Leipsic, O., has bot and taken possession of the elvtr. of O. Gandy & Co. at this place.

Reedville, Ind.—Patten & Zike are making extensive alterations in their elvtr. here and doubling the capacity so that it will hold approximately 17,000 bus.

Fowler, Ind.—The Fowler Grain Co. incorporated to operate grain elvtrs.; capital stock, \$22,000; incorporators, A. J. Johnson, L. Shipman and F. E. Cones.

Whiteland, Ind.—Valentine & Valentine, of Franklin, purchased and took possession Oct. 23 of the elvtr., which the Amo Mill & Elvtr. Co. has been operating under lease.

Ft. Wayne, Ind.—Leonard M. Bane, a lawyer, has bot the interests of Paul Trier, Sr., and Paul Trier, Jr., in the elvtr. and mill, known as the Globe Mills, paying \$15,000.

North Manchester, Ind.—One of the streets, which the city has ordered extended, will pass thru the elvtr. of the Acme Grain Co. If the order stands it will cause about \$10,000 damages.

La Grange, Ind.—Contract has been let by the Home Grain Co. for a 15,000-bu. elvtr. to replace the one, burned Oct. 17. Up-to-date equipment will be installed in the building, which will be finished in 60 days.

Thornhope, Ind.—The Oak Grain Co. has been organized by W. L. Holdaway, of Indianapolis, and others, to build a 20,000-bu. elvtr. on the Pan Handle. The structure will cost \$15,000 and will be finished by Jan. 1. The power will be steam. Contract for the concrete foundation has been let.

Ft. Wayne, Ind.—In the case of the Farmers Grain Co. against Wesley Swank for an accounting of his management of the affairs of the plaintiff company a cross complaint has been filed by Mr. Swank, in which he asks for \$380, claiming that the grain company is indebted to him for that amount.

Lebanon, Ind.—A. D. Shirley and Stanley E. Jones bot and took possession Nov. 6 of the elvtr. of Jenkins & Cohee. Mr. Shirley has been with N. W. Mattix & Co. for the past 6 years. Flour and feed will be handled in connection with the grain business. Mr. Jenkins, who has been mgr., will devote his time to the management of the elvtrs. at Whitestown and Linwood, which he and Mr. Cohee own.

Indianapolis, Ind.—James P. Goodrich, of the Goodrich Bros. Hay & Grain Co., Winchester, Ind., is receiving the congratulations of his many friends in the grain trade upon his election to the office of governor. Mr. Goodrich, who made the successful race on a platform which is a credit to the Republican Party, is not unacquainted with political life, having worked up from precinct committeeman to national committeeman. He has worked at politics as faithfully as he gave his time and labors to the grain business before political life demanded all of his time. Gov. Goodrich is recognized as a man of integrity and high character, and his long training in public life, with his successful business career, qualifies him to handle the affairs of the Hoosier State in an economical and efficient manner.

IOWA

Marne, Ia.—A farmers elvtr. company is being organized.

Aplington, Ia.—The Farmers Elvtr. Ass'n has been organized.

Popejoy, Ia.—The elvtrs. of Dodd & Corbin have been painted.

Hawkeye, Ia.—The Farmers Elvtr. Co. contemplates installing a corn sheller.

Thor, Ia.—Chas. Helland is now employed in the elvtr. of the Farmers Elvtr. Co.

Columbus Junction, Ia.—The new elvtr. of Sprague & Weber is now in operation.

Roland, Ia.—Ben Swenson has completed the foundation for the annex to his elvtr.

Goodell, Ia.—Lightning struck the elvtr. of A. D. White Oct. 29 and damaged the roof.

River Sioux, Ia.—The new elvtr. of the Farmers Elvtr. Co. has been placed in operation.

Roelyn, Ia.—H. Thorsen resigned as mgr. of the Farmers Elvtr. Co. and removed to Somers Nov. 1.

Atkins, Ia.—The Atkins Grain Co. has decided to build an addition to its elvtr. and handle feed.

Mallard, Ia.—E. J. Ruddy succeeded Henry Hahn, who resigned as mgr. of the Farmers Elvtr. Co.

Gray, Ia.—The Uptide Grain Co. has painted its elvtr. here.—J. E. Morris, agt. Western Grain Co.

Berne sta. (Ute p. o.), Ia.—The Nye Schneider Fowler Co. has purchased the elvtr. at this station.

Rockwell City, Ia.—The Farmers Elvtr. Co. has decided not to build an elvtr. this fall as was intended.

Panora, Ia.—Mr. Heathman, of Havlock, has succeeded E. C. Trostle as mgr. of the Farmers Elvtr. Co.

Story City, Ia.—We intend to build an elvtr., on the I. C. R. R., at this point.—Burke & Stephenson, Dayton.

Rock Rapids, Ia.—The Farmers Elvtr. Co., which sold its elvtr. 2 years ago, has closed its affairs and dissolved.

Lytton, Ia.—George Christensen has resigned as mgr. of the Farmers Elvtr. Co. and expects to go to Ft. Dodge.

Sheldon, Ia.—John A. Campbell, sec'y of the L. J. Button Elvtr. Co., was married Oct. 28 to Miss Sybil Ruth Myers.

Emmetsburg, Ia.—Frank Dorris will have charge of the office of the A. W. Wagner Grain & Commission Co. of this city.

Avoca, Ia.—The name of the Centennial Mfg. Co., operating an elvtr. and mill here, has been changed to the Consigny Mfg. Co.

Early, Ia.—The Farmers Elvtr. Co. will start at once the erection of an elvtr. to be finished to handle this season's corn crop.

Algona, Ia.—The A. W. Wagner Grain & Commission Co., of Emmetsburg, has opened an office here with Harry Hall in charge.

Livermore, Ia.—We are raising our elvtr. and are installing a Richardson Automatic Scale.—Delbert Cramer, mgr. Farmers Elvtr. Co.

Lake Park, Ia.—A 7½-h. p. electric motor has been installed in the elvtr. of the Farmers Exchange to replace its old gasoline engine.

Richards, Ia.—Kyle T. Melick is the new agt. of the Quaker Oats Co. He was married Oct. 20 to Miss Marcella M. Pinch, of Loomis, Neb.

Union, Ia.—We have installed a new set of 6-ton Fairbanks Wagon Scales, with type registering beam.—M. G. Goslin, mgr. Union Grain Co.

Iowa Falls, Ia.—Work is progressing on the 20,000-bu. elvtr. for which the Farmers Elvtr. Co. let contract to the Younglove Construction Co.

Riverton, Ia.—Walter C. Stubbs, associated with his father in the grain business here, was married Oct. 25 to Miss Letha Blakeman, of Norfolk, Neb.

Des Moines, Ia.—William E. Ward, of Harper & Ward, grain dealers, died Nov. 4 at Perry, following a stroke of paralysis. He was 43 years of age.

Burlington, Ia.—A meeting of the grain shippers of this city and vicinity was held Nov. 3 to discuss the grading of corn and other matters pertaining to the grain trade.

Waverly, Ia.—The firm of Simpson & Albright has been dissolved. W. W. Simpson will take over the elvtr. and Mr. Albright will run the mill.

Somers, Ia.—The Somers Elvtr. Co. employed H. Thorsen, formerly mgr. of the Farmers Elvtr. Co., at Roelyn, to succeed J. S. Brown on Nov. 1 as mgr. of its elvtr.

Council Bluffs, Ia.—Work is progressing on the elvtr., under construction for the Hynes Elvtr. Co. It is reported to be the largest in the state.—Younkerman Seed Co.

Essex, Ia.—C. V. Peterson will act as mgr. of our recently acquired elvtr. and roller mills until the annual meeting in January.—Farmers Co-operative Exchange.

Macedonia, Ia.—T. J. Young, sec'y-mgr. of Mickelwait & Young, grain dealers, died Oct. 18, following a brief illness. He had been engaged in the grain business since 1880.

Cornelia, Ia.—I have bot my father's interests here and will now operate the grain, lumber and coal business in my name.—A. M. Axen, successor to P. A. Axen & Son.

Sioux City, Ia.—The construction of a large elvtr. and coal chutes is being planned by the Chicago, Milwaukee & St. Paul R. R., on the South Dakota side of the Big Sioux River.

Montezuma, Ia.—Sam Wilson & Co. have secured a site on the Rock Island right-of-way and will erect a building, in which they will install a corn sheller and portable elvtr. They will buy and ship corn.

Sherwood, Ia.—The Sherwood Grain Co. incorporated; capital stock, \$6,000; incorporators, B. F. Holder, pres., W. P. Maple, vice-pres., and others. The company recently purchased an elvtr. here.

Adair, Ia.—John Mueller has been suffering from blood poisoning on his hands for a month and it is that that it was caused by working in the grain at the elvtr. of the Davenport Elvtr. Company.

Cedar Rapids, Ia.—Contract has been let by Douglas & Co., manufacturers of starch and by-products of corn, for a 7-story fire-proof building. It will be large enough to hold 2 months' output, of 20,000 bus. per day.

Le Mars, Ia.—F. A. Post and M. A. Moore, of the M. A. Moore Co., have asked the court to compel the Farmers Elvtr. Co. to transfer to them 61 shares of the stock of that company, which they claim they own. The Farmers Elvtr. Co. has refused to do this as both men are active mgrs. of the M. A. Moore Co., its competitors, and alleges they bot the stock to gain information of its business affairs. Mr. Moore testified that he bot the stock to give the farmers company the benefit of his experience and not to drive it out of business. It will be some time before the case is decided.



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MILWAUKEE

Atlantic, Ia.—Members of the Western Iowa Grain Dealers Ass'n were entertained Oct. 31 at the Commercial Club, with Emil Rothschild as host. T. C. Whitmore was the principal speaker. A banquet was served in the evening.

Galva, Ia.—The elvtr. of the Galva Union Elvtr. Co. was partly destroyed by fire Oct. 22, which was discovered in the cupola. It is thot to have been caused by friction of a pulley. Considerable grain was damaged by water.

Melvin, Ia.—Directors of the Farmers Elvtr. Co. advanced money, amounting to \$28,000, on different occasions, on their individual credit to meet the needs of the company. The stockholders approved of this proceeding and passed a resolution to that effect and stated that in case of failure they would stand the debt. When the company failed and they refused to do this, suit was brot and the referee recently held that the defendant shareholders were liable for their share of the debt.

KANSAS

Ottawa, Kan.—A 20-h. p. electric motor has been installed in the elvtr. of W. S. Williams.

Pittsburg, Kan.—The Newton Mlg. & Elvtr. Co. has bot a Hall Signaling Grain Distributor.

Kingsdown, Kan.—F. S. Rickner has resigned as mgr. of the elvtr. of the C. D. Jennings Grain Co.

Glasco, Kan.—The Glasco Mlg. Co. has installed a Hall Signaling Grain Distributor in its elvtr.

Dodge City, Kan.—The elvtr. of the Equity Union has been closed on account of the car shortage.

Clyde, Kan.—A. Wangerien is pres. and I am sec'y and mgr. of the Clyde Mlg. & Elvtr. Co.—J. B. Sager.

Osborne, Kan.—C. R. Latto, of Jewell City, has bot and will take possession of the elvtr. of H. Thomas.

Greensburg, Kan.—A 7½-h. p. electric motor has been installed in the elvtr. of the Kansas Flour Mills Co.

Otis, Kan.—The 30,000-bu. concrete elvtr., under construction for the Farmers Union, has been completed.

Strickler, Kan.—The Strickler Equity Exchange has erected an elvtr. at this station, on the Anthony & Northern Ry.

Atchison, Kan.—J. M. Wyman has succeeded Jos. Hillyard as representative of the Turon Mill & Elvtr. Co. at this place.

Eldorado, Kan.—John B. Presson is operating under lease the feed elvtr. of C. A. Aikman. He is building a warehouse in connection.

Sylvia, Kan.—John Stephans, of Hutchinson, has bot the elvtr. and mill of the Sylvia Mlg. Co., from R. C. Webster, Jr., paying \$30,000.

Lost Springs, Kan.—M. R. Hamble, mgr. of the elvtr. of the Lost Springs Elvtr. Co., was married Oct. 24 to Miss Anna Youngblood, of Topeka.

Great Bend, Kan.—I am mgr. of the recently organized Farmers Grain & Supply Co., which bot the elvtr. of the Rock Mill & Elvtr. Co.—F. L. Gunn.

Morrowville, Kan.—The elvtr., formerly operated by the Farmers Elvtr. & Coal Co., is now owned and operated by the Washington County Farmers Ass'n.—X.

Levant, Kan.—The elvtr., for which the recently incorporated Levant Co-operative Shipping Ass'n let contract to the White Star Co., is practically completed.

Wright, Kan.—J. L. Carter, prop. of the elvtr. at Haggard, contemplates the erection of an elvtr. at this station, which is on the Santa Fe, in Ford County.

Severance, Kan.—G. W. Helm, of the Helm Grain Co., St. Joseph, Mo., has bot the recently acquired elvtr. of R. J. Martin and placed George Schwartz in charge.

Dexter, Kan.—One of the bins in the concrete elvtr. of L. T. Schrader & Co. burst, letting out 1,000 bus. of wheat and causing a damage of several hundred dollars.

Hawes sta. (no p. o.), Kan.—The Southwest Grain Co., of Stafford, operates an elvtr. at this station, which is on the Anthony & Northern Ry., between Trousdale and Larned.

Manchester, Kan.—The final meeting of the creditors of the defunct Manchester Mill & Elvtr. Co. was held Nov. 6. The company's property was sold for \$3,100, which goes to one secured creditor.

Cleveland, Kan.—Contract for an elvtr. has been let by the recently organized Farmers Elvtr. Co. to the White Star Co. The building will be iron clad and equipped with elevating and grinding machinery.

Wathena, Kan.—The capacity of the elvtr. of the Farmers Elvtr. Co. is being increased and a grain and seed cleaner and electric motor installed, together with other improvements, which will cost approximately \$2,500.

Clay Center, Kan.—We have purchased the grain, coal and feed business of L. P. Schrader and consolidated with it the ice business of the Starkweather Ice Co. We will handle grain, coal, feed and ice.—Starkweather & Wilson.

Williams sta. (no p. o.), Kan.—The Southwest Grain Co., of Stafford, has built an elvtr. at this station, which is on the Anthony & Northern Ry., between Trousdale and Larned. The Kansas Grain Co. also operates an elvtr. here.

Liberal, Kan.—Frank Holstine is now in charge of the recently acquired elvtr. of the Hugoton Elvtr. & Warehouse Co. The Equity Exchange Ass'n has built lumber sheds and will handle lumber in connection with its elvtr.—John L. Bridger.

Topeka, Kan.—The old Home Elvtr. in North Topeka is being dismantled. It was built by A. C. Davis in 1887 and was sold to the Home Grain Co. in 1906. It was later operated by the Peavey Grain Co., but has been closed for the last 6 years.

Kingman, Kan.—The Independent Mlg. Co. has been incorporated with a capital stock of \$50,000, with W. L. O'Daniel as pres., and myself, vice-pres., and general mgr. The company has taken over my elvtr. and mill at this place, but I still retain my elvtr. and warehouse at Carvel sta. (Cleveland p. o.).—H. F. Braly.

Salina, Kan.—J. P. Glandon, sec'y of the Salina Board of Trade since its organization, has resigned and Carl Congleton, representative of the Williamson Grain Co., of Wichita, probably will succeed him. Mr. Glandon, who represented the Aylsworth-Neal-Tomlin Grain Co. here, has gone to Beatrice, Neb., to represent the Vander-slice-Lynds Co., of Kansas City, Mo.

Grinnell, Kan.—The Union Mercantile Co. has let contract for a 16,000-bu. elvtr. to the White Star Co., of steel tank construction, with elevating machinery, office and engine room, and will be fireproof thruout. The construction work has already started and the company writes that it expects to have the building completed in December. C. F. Jones has succeeded M. M. Martin as mgr.

Belleville, Kan. — W. S. Hitchcock, charged with arson, on Oct. 23, was found not guilty. On May 10 a fire was mysteriously started in the office of the north elvtr., owned by E. A. Fulcomer. Mr. Hitchcock, the mgr., was notified and promptly extinguished the blaze without any loss. Later the books of the company disappeared and were found in an abandoned well in the engine house in connection with the elvtr. Mr. Hitchcock aided in the search for the books at the time they were found. He was then charged with the crime, gave bond, and awaited trial, at which he was found not guilty.

HUTCHINSON LETTER.

The Larabee Flour Mills Corporation has installed a private wire in its office.

H. D. Winslow, mgr. of the Mutual Grain Co. for the past year, died Oct. 30, of heart disease.

George Hern has finished the brick work for his mill. The capacity of the elvtr. and mill will be doubled.

H. L. Stover, of Wichita, succeeded Walter Hastings Nov. 1 as mgr. of the Kemper Grain Co. at this city.

The L. H. Pettit Grain Co. will build a 100,000-bu. elvtr. in the spring, on its recently purchased site in East Hutchinson.

Walter Hastings, who resigned as mgr. of the Kemper Grain Co., is planning the organization of a company to build an elvtr. here or at a nearby point.

WICHITA LETTER.

E. W. Noll, who has been at Clyde sta. (Medford p. o.), Okla., is again with the Millers Grain Co., of this city.

A federal grain inspection office will be opened in the Board of Trade Bldg., about Dec. 1, by the Dept. of Agriculture.

KENTUCKY

Marysville, Ky.—Richard A. Carr, 60 years of age, grain dealer, died Oct. 29, following a surgical operation.

Versailles, Ky.—We have succeeded Rout & Cleveland, which was formerly John Y. Rout and originally Rout & Wingate.—Cleveland & Co.

Sturgis, Ky.—Electric power has been installed in the Quinn-Jones Elvtr. The company has been using the Farmers Warehouse, but is now unloading at the new granary.

La Center, Ky.—We sold 2 warehouses but will continue in the grain business on a larger scale than before. We expect to build a rehandling plant soon, the location of which has not been decided upon.—P. A. Jones Co.

Sturgis, Ky.—The Trade Water Mlg. Co. is building an elvtr. at a cost of \$4,000, in addition to its large elvtr. and warehouse, which will have conveyors for both wheat and corn. Electric power and up-to-date machinery is being installed.

Eminence, Ky.—The maximum rate on wheat and oats from Louisville to this point has been fixed at 7c a hundred, by the state railroad commission, sitting in the case of the Eminence Mlg. Co. against the Louisville and Nashville Railroad.

LOUISVILLE LETTER.

John J. Telford will resign Jan. 1 as sec'y of the Board of Trade.

Plans are under way for increasing the facilities of the transportation buro of the Board of Trade.

A federal grain inspection office will be established on the 3d floor of the Board of Trade Bldg., before Dec. 1 by the Dept. of Agriculture.

Ross & Zeitz, grain and hay dealers, were victims of an impostor, who is reported to have obtained less than \$10 on several transactions handled thru the local commission men. He represented himself to be L. E. Howlett and signed checks on banks in Stithon and Elizabethtown.

LOUISIANA

New Orleans, La.—At a meeting Oct. 21 the grain com'te of the Board of Trade decided to eliminate crop certification covering wheat, effective Dec. 1, except on contracts previous to this decision.

MARYLAND

Adamstown, Md.—Thomas & Co. recently purchased a Hall Signaling Grain Distributor for their elvtr. here.

Gaithersburg, Md.—Thomas & Co. have purchased a Hall Signaling Grain Distributor for their elvtr. at this point.

BALTIMORE LETTER.

A regulator clock has been presented to the Chamber of Commerce by Arthur Wallenhorst.

Oscar M. Gibson, E. T. Drury and James Joseph O'Donohoe have been admitted to membership in the Chamber of Commerce and the membership of J. Wallace Hyman, S. O. Malin and Henry Stemper have been transferred.—Jas. B. Hessong, sec'y.

E. Steen & Bro., receivers and shippers of grain and hay, have leased, with the option of buying, a warehouse, on the B. & O., in South Baltimore, with a capacity of 100,000 bus. The building, which will be used for storage purposes, is equipped with large storage bins, cleaning machinery, conveyors, drier and loading spouts. A switch will be run from the railroad into the building.

MICHIGAN

Rodney, Mich.—I have sold my grain business to Mansfield & Co., of Remus.—E. F. Ketchum.

Fountain, Mich.—We will build a new elvtr. and warehouse in the spring.—W. W. Baughner & Co.

Gladwin, Mich.—Flynn & Neely have equipped their elvtr. with a Hall Signaling Grain Distributor.

Wheeler, Mich.—We operate the only elvtr. at this station. All others are scoopers.—Wheeler Elvtr. Co.

Detroit, Mich.—The International Grain Elvtr. Co. has been incorporated with a capital stock of \$10,000.

Durand, Mich.—The Judson Michiganbean Co. has installed a Hall Signaling Grain Distributor in its elvtr.

Custer, Mich.—E. F. Fager has installed a bean elvtr. in his warehouse, power being furnished by an electric motor.

Berrien Springs, Mich.—An elvtr. will be established here, in the old canning plant, by a Chicago firm. V. F. Wager will be mgr.

Kingsland, Mich.—Silas Phillips will be in charge of the warehouse of Crane & Crane and will buy beans from this section.

Albion, Mich.—The Albion-Marengo Co-operative Ass'n contemplates the purchase of an elvtr. to handle grain, beans and seeds.

Midland, Mich.—The recently organized Orr Bean & Grain Co. has taken over the elvtr. and grain business of the Fahrner Elvtr. Co.

Salzburg sta. (Bay City p. o.), Mich.—The foundation of the new elvtr. of the Cass City Grain Co. is finished and work has been started on the superstructure.

Albion, Mich.—The brick elvtr., operated by W. H. Nelson, is being removed to a new site. The buildings, formerly occupied by the Albion Mlg. Co., are also being removed.

Copemish, Mich.—The Copemish Bean & Grain Co. has rebuilt its elvtr., office and engine room. Eleven large grain bins are now completed to take care of the company's increasing grain and bean business.

Weidman, Mich.—We opened our elvtr. about Nov. 1, with Morton Olmstead as mgr., and are handling beans and farm produce. Coal and feed will be handled in connection. Our company is composed of Hiram Hall and E. W. Benn.—Hall Elvtr. Co.

Saginaw, Mich.—The Orr Bean & Grain Co. has been organized to operate elvtrs. and bean warehouses thruout western states. It began business Nov. 1 with W. J. Orr as pres., Frank W. Merrick, vice-pres., Andrew W. Orr, sec'y, and Arthur J. Goulet, treas.-mgr.

MINNESOTA

Owatonna, Minn.—The Co-operative Elvtr. Co. is being organized.

Gaylord, Minn.—The 50,000-bu. elvtr. of the Pacific Elvtr. Co. burned Oct. 31.

Benson, Minn.—A new cleaner has been installed in the elvtr. of the Benson Market Co.

Windom, Minn.—The Farmers Elvtr. Co. is planning to conduct a coal yard in connection with its elvtr.

Twin Valley, Minn.—The Heiberg Elvtr. Co. has installed a Hall Signaling Grain Distributor in its elvtr.

Delavan, Minn.—We have repaired our elvtr. and built a new office.—F. J. Weiler, mgr. Farmers Elvtr. Co.

Atwater, Minn.—The Farmers Elvtr. Co., which has discontinued business, has offered the site of its burned elvtr. for sale.

Brooks, Minn.—I have bot the elvtr. of the Atlantic Elvtr. Co. and will handle flour, feed and coal in connection.—C. D. Hall.

Owatonna, Minn.—Schuette & Barts have dissolved partnership and A. M. Schuette will continue the grain business on his own account.

St. Paul, Minn.—The terminal elvtr., under construction for the Equity Co-operative Exchange, will be ready to receive grain about Dec. 1.

Amboy, Minn.—The old Peavey Elvtr., which burned Oct. 14, will not be rebuilt. It had been closed for several years.—J. H. Dredge, sec'y Amboy Grain Co.

Okabena, Minn.—The Bennett Grain Co. is changing the site of its elvtr. to a location east of the elvtr. of the Farmers Elvtr. Co. Improvements will be made.

Granada, Minn.—We have sold our elvtr. to Geo. E. Winzenburg, who now owns 2 of the 3 elvtrs. at this station.—Mr. Yarwood, of De Wolf & Wells Co., Spencer, Ia.

Westbrook, Minn.—Bert Milligan has been retained as mgr. of the Farmers Elvtr. Co., which will now handle building material in connection with its grain business.

Green Isle, Minn.—The elvtr. of the Security Elvtr. Co. burned to the ground Oct. 30, together with several thousand bus. of wheat and other grain. The loss is fully covered by insurance.

South Stillwater, Minn.—The South Stillwater Mlg. Co. incorporated to operate elvtrs., warehouses and mills; capital stock, \$10,000; incorporators, Peter Stenlund, John McPherson and others.

Appleton, Minn.—Improvements have been made in the elvtr. of the Farmers Elvtr. Co., including the installation of a new leg, cleaner, automatic scale, manlift and electric motor. A cement pit and cement foundation have been put in.

Mountain Lake, Minn.—The Hubbard & Palmer Co., Frank Schroeder and our company have installed electric motors. The Skewis Grain Co. has bot and is operating the elvtr. of the Anchor Grain Co.—Fred Steinhause, mgr. Farmers Elvtr. Co.

Luverne, Minn.—John P. Coffey has sold a half interest in his grain and coal business here to Harry Miller, of Olin, Ia., and the firm will now be known as the Coffey-Miller Grain Co. Mr. Coffey is pres. and Mr. Miller, sec'y-treas., of the company.

Benson, Minn.—L. A. Larson and S. Pederson have formed a partnership with W. E. Coles, Jr., former prop. of the Benson Roller Mills, which recently discontinued business. The new firm will install new machinery and place the elvtr. and mill in operation.

Kennedy, Minn.—The Kennedy Grain & Supply Co. incorporated; capital stock, \$20,000; incorporators, F. J. Schreck, Argyle, pres. and treas., J. Schreck, Argyle, vice-pres., and Arthur Fogelsberg, of this city, sec'y. Mr. Fogelsberg has been agt. of the Imperial Elvtr. Co.

Argyle, Minn.—The 30,000-bu. elvtr. of F. E. Barsaloux, containing between 7,000 and 8,000 bus. of grain, was completely destroyed by fire Oct. 25, entailing a loss of \$15,000, fully covered by insurance. The elvtr. will be rebuilt in time for next year's business. Spontaneous combustion is believed to have caused the fire.

DULUTH LETTER.

Andrew L. Apland, aged 48 years, chief clerk of the grain sampling and inspection bureau for 10 years, died Nov. 2.

J. Arthur Haglund, ass't buyer for the Itasca Elvtr. Co., was married Nov. 1 to Miss Sophie Johnson, of Superior, Wis.

Charles G. Bryant, 45 years of age, chairman of the Duluth board of grain appeals, died Oct. 25, after he shot himself while in his offices in the Board of Trade Bldg. The rash act is believed to have been prompted by business worries as well as by the fact that he failed to gain re-appointment to the board. He was considered the best judge of grain in Duluth.

MINNEAPOLIS LETTER.

Charles S. Bostwick has received a traveling representative's license to represent the Tenney Co.

Eugene M. Burnand, for 25 years in the state grain inspection dept., died Oct. 25. He had suffered from heart disease for several months.

Harry Stadon, of the Northwestern Consolidated Mlg. Co., was the first man on the floor of the Chamber of Commerce to pay \$2 for wheat.

The new rooms for the directors and com'ites, of the Chamber of Commerce, and the new offices, of Sec'y John McHugh, are finished.

Jesse Ridge, for many years with S. C. Bartlett & Co., of Peoria, Ill., will be supt. of the new Soo Line Elvtr. for the Bartlett Frazier Co., of Chicago.

D. S. Warwick, of the Millers Grain Co., Wichita, Kan., has applied for membership in the Chamber of Commerce, and the membership of L. G. Truesdell has been transferred to O. S. Kelso.

MISSOURI

Deerfield, Mo.—Farmers are organizing a grain company.

Albany, Mo.—The elvtr. of the Whaley Mlg. Co. has been overhauled.

Corning, Mo.—J. D. Ahrens is mgr. of the new elvtr. of the Farmers Elvtr. Co.

Higginsville, Mo.—The organization of a farmers elvtr. company is being agitated.

Craig, Mo.—Brownfield & Teare have installed a 40-h. p. boiler in the engine room of their elvtr.

Fairfax, Mo.—The elvtr. of the Elwood Grain Co. has been improved at a cost of more than \$2,000.

Clifton Hill, Mo.—Lon McCorkle, of Armstrong, has bot the elvtr. of the J. E. Newby Elvtr. Co. and will operate it under the name of the Lon McCorkle Elvtr. Co.

Marshall, Mo.—The Rea & Page Mlg. Co. operates the only elvtr. here at present. I have not heard anything regarding the organization of another company at this point.—X.

Mound City, Mo.—The recently incorporated Mound City Mill & Elvtr. Co. has placed W. Roy Hill in charge of its plant, which will be enlarged and improved. Arrangements have been made for elvtr. equipment and a siding from the Burlington.

Republic, Mo.—The Langenberg Mlg. Co. incorporated; capital stock, \$100,000; incorporators, C. M. Brouster, Dan Mullally, H. H. C. H., and F. H. Langenberg. This company has been organized to separate the milling business from the grain business of the Langenberg Bros. Grain Co., of St. Louis.

Joplin, Mo.—Fire in the 2-story iron clad elvtr. of the Hanna-Pate Grain Co. on Nov. 1, caused a damage estimated at between \$10,000 and \$12,000, which is covered by insurance. The elvtr. contained between 7,000 and 8,000 bus. of corn, oats, chop and other grain and also cleaning and separating machinery and distributing spouts. Grain in the adjoining warehouse also was damaged. The elvtr. will be rebuilt immediately.

New Franklin, Mo.—We contemplate erecting an elvtr. next spring.—Olie Harris, mgr. Fayette Mill & Mercantile Co., No. 2.

KANSAS CITY LETTER.

R. L. Canole, of the Canole-Weiler Grain Co. has become a benedict.

W. W. Fuller, of the Thresher-Fuller Grain Co., and Harry C. Gamage, of the Moore-Seaver Grain Co., have been admitted to membership in the Board of Trade.

C. H. Thayer & Co., of Chicago, Ill., have opened a branch office in this city to take care of the southwestern corn and oats business. W. A. Hinchman is in charge.

The Midland Mlg. Co. has construction work about half finished on the elvtr. for which it let contract to the Lehrack Contracting & Engineering Co. It is being erected in North Kansas City, in connection with the company's mill, and will be completed by Jan. 1.

A resolution providing for the establishment of a Board of Trade Transportation Buro, was adopted Oct. 25 by a vote of the members, 70 for and 29 against. The object of the buro is to secure this city's interests in grain freight rates and transportation advantages, which was formerly done by the Commercial Club. A com'te composed of B. C. Moore, J. R. Tomlin, O. A. Severance, C. W. Lonsdale and George S. Carkner will take charge of the matter at once so that the buro will be in operation by Jan. 1. About \$10,000 will be appropriated for the expenses of the buro and a commissioner will be appointed to take charge of it.

ST. JOSEPH LETTER.

A joint office of the Western Weighing & Inspection Buro has been established in this city.

G. L. Hooper, until recently a member of the Grain Exchange, has gone into another line of business.

H. H. Savage on Nov. 1 became mgr. of the branch office here of the Marshall Hall Grain Co., of St. Louis.

The contractors have already begun work on the new story of the Corby-Forsee Bldg., and, with favorable weather, the Grain Exchange will be in its new quarters by Jan. 1.

Elmer Miller, of the Turon Mill & Elvtr. Co., Hutchinson, Kan., has been staying here for the past 2 weeks, assisting the company's local mgr., J. A. Hildyard, in getting its branch office here established.

The Larabee Flour Mills Corporation will build a 500,000-bu. concrete elvtr., adjoining a 5,000-bbl. mill for which it has let contract. The company's plans provide for the later erection of additional tanks, of 1,000,000 bus. capacity.

ST. LOUIS LETTER.

Work will start Nov. 15 on the 100,000-bu. concrete elvtr. for which the City Brewery let contract to the Finton Construction Co.

A vote of members of the Merchants Exchange will be taken Nov. 13 on a proposition to amend Section 12 of Rule 4, to reduce the commissions, for handling certain things and to cover certain other things not included in the present rules.

The largest amount for which a carload of wheat ever sold here was reached when a single car from Kansas containing 2,086 bus. was sold by Wm. J. Niergarth, of the Marshall Hall Grain Co. to the Bernet, Craft & Kauffman Mlg. Co. for \$4,172.67, or \$2 per bu.

G. C. Martin, Jr., of the Goffe & Carkener Co., had the honor Oct. 28 of selling the first \$2 wheat on this market. Two cars of very choice wheat were sold by him to a miller at that price, the same miller had bot wheat in 1893 at 45 cents, and the price of wheat is said not to have been so high since the civil war.

MONTANA

McCabe, Mont.—H. F. Colleth is now mgr. of the Farmers Elvtr. Co.

Great Falls, Mont.—We have succeeded Lake & O'Leary.—Lake & Hammers.

Bainville, Mont.—The Farmers Elvtr. Co. has installed electric lights in its elvtr.

Franklin, Mont.—The 35,000-bu. elvtr. of the Farmers Elvtr. Co. has been completed.

Noble sta. (no p. o.), Mont.—The recently completed Noble Elvtr. has been placed in operation.

Clarkston, Mont.—Thomas Harshbarger has completed his 30,000-bu. elvtr., on the Northern Pacific.

Grass Range, Mont.—Bert Salor has succeeded R. J. Knitzi as mgr. of the Equity Co-operative Ass'n.

Hinsdale, Mont.—A 40,000-bu. elvtr. will be built by the Equity Co-operative Ass'n, which has already secured the site.

Wolf Point, Mont.—The 30,000-bu. elvtr., under construction for the Equity Elvtr. Co., will be completed about Nov. 15.

Hot Springs (Boulder p. o.), Mont.—An elvtr. will be built here by T. F. Sterling, vice-pres. of the Missoula Mercantile Co.

Norris, Mont.—We are operating our elvtr., which was built last fall. It has a capacity of about 10,000 bus.—Norris Mercantile Co.

Brockton, Mont.—O. G. Lund has resigned as mgr. of the Farmers Elvtr. Co. and is now with the Montana & Dakota Grain Co. here.

Enid, Mont.—We have let contract for a 40,000-bu. elvtr., coal shed and flour house at this point.—Occident Elvtr. Co., Minneapolis, Minn.

Comanche, Mont.—Two elvtrs. are under construction at this point, one for the State Elvtr. Co. and the other for the Farmers Elvtr. Co.

Richey, Mont.—We have let contract for a 40,000-bu. elvtr., coal shed and flour house.—M. R. Devaney, general mgr. Occident Elvtr. Co., Minneapolis, Minn.

Baker, Mont.—The Baker Mlg. & Grain Co., of which E. G. Prall is prop., will build an elvtr. and mill, at a cost of \$25,000, to replace the plant which burned Sept. 11.

Mason sta. (Laurel p. o.), Mont.—The Farmers Elvtr. Co. is operating its new 30,000-bu. elvtr., on the Northern Pacific and C. B. & Q., with T. E. La Hart as mgr.—X.

Waltham sta. (Highwood p. o.), Mont.—Waltham Independent Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, Albert C. Anderson, Paul M. Ravitch and Thos. Ravitch.

Lothair, Mont.—T. J. Myhre is pres. and Roy L. Slater, sec'y-treas., of the Equity Co-operative Ass'n, which has been organized, with a capital stock of \$25,000, to build a 30,000-bu. elvtr.

Moccasin, Mont.—J. W. Smith has been placed in charge of the recently completed 30,000-bu. elvtr. of the Montana Elvtr. Co.—H. L. Teeter, agt. Rocky Mountain Elvtr. Co., Hauck siding (Hobson p. o.).

Joliet, Mont.—The Farmers Co-operative Elvtr. Co. incorporated; capital stock, \$20,000; incorporators, C. R. Parham, A. M. Peterson and E. E. Smith. Work on the 40,000-bu. elvtr. is rapidly being finished. Electric motors have been installed.

NEBRASKA

Prague, Neb.—The elvtr. of the Farmers Elvtr. Co. is being enlarged.

Tarnov, Neb.—I am now agt. of the T. B. Hord Grain Co.—A. F. Paprocki.

Wallace, Neb.—Harry Powers has bot and taken possession of the west elvtr.

Valley, Neb.—T. M. Moss is again mgr. of the elvtr. of the Waterloo Elvtr. Co.

Burrass, Neb.—The elvtr. of the A. Koehler Co. is receiving a coat of paint.

Alvo, Neb.—The Alvo Grain Co. has painted its elvtr. and put on a new shingle roof.

Platte Center, Neb.—The Farmers Elvtr. Co. is installing a new 10-h. p. engine in its elvtr.

Spencer, Neb.—Franz Scherer has resigned his position with the Nye Schneider Fowler Co.

Osmond, Neb.—A. N. Lundstrom will be agt. of the elvtr. of the Coleson-Holmquist Co. at this station.

Glenwood Park (Kearney p. o.), Neb.—The Farmers Elvtr. Co. is erecting coal sheds, with concrete floors.

Pleasant Dale, Neb.—John Brown, of Ulysses, has been appointed mgr. of the Farmers Grain & Supply Co.

Superior, Neb.—Fulton Chesnut, of Scouler & Bishop, has been elected sec'y of the Superior Grain Exchange.

Eldorado, Neb.—Theodore Holzapple, mgr. of the Farmers Elvtr. Co., was married Oct. 22 to Miss Amelia Ross.

Ogallala, Neb.—Leo Martin has succeeded W. C. Nye, who resigned as agt. of the Trans-Mississippi Grain Co.

Rushville, Neb.—The Nye Schneider Fowler Co. will install a Hall Signaling Grain Distributor in its elvtr. here.

Big Springs, Neb.—Farmers will build an elvtr. here.—Walter C. Nye, formerly agt. Trans-Mississippi Grain Co., Ogallala.

Julian, Neb.—George Smith has been employed as grain buyer at the recently acquired elvtr. of the Farmers Union.

Douglas, Neb.—The Farmers Elvtr. Co. will remodel its elvtr. and make it 16 ft. higher.—Forest Blaufus, agt. L. L. Coryell.

Neligh, Neb.—The report that we would install an electric motor in our plant is incorrect.—J. W. Spirk, mgr. Neligh Mills.

Magnet, Neb.—The Coleson-Holmquist Co. is building a 12x14 ft. office and a 10x12 ft. corn crib, 60 ft. long.—T. J. Boedecker, agt.

Hay Springs, Neb.—The Nye Schneider Fowler Co. has purchased a Hall Signaling Grain Distributor for its elvtr. at this point.

Utica, Neb.—Utica Grain Co. incorporated; capital stock, \$10,000; incorporators, Otto Schrickler, F. S. Schrickler and Geo. Liggett.

Lodge Pole, Neb.—Farmers Union Grain & Stock Ass'n incorporated; capital stock, \$30,000; incorporators, W. W. Wassum and others.

Ruby sta. (Milford p. o.), Neb.—The elvtr., for which the Farmers Elvtr. Co. let contract to G. H. Birchard, is nearing completion.

Wakefield, Neb.—Chas. Busby, mgr. of the Farmers Elvtr. Co., had \$34 in currency and a check for \$89.84 taken from his safe last month.

Wayne, Neb.—The elvtr., which the recently organized Farmers Union took over from the Anchor Grain Co., will be repaired and improved.

Beatrice, Neb.—The Vanderslice-Lynds Co., of Kansas City, Mo., is establishing a branch office in the Paddock Block, with J. P. Glandon in charge.

Paxton, Neb.—Contract for a 15,000-bu. iron clad elvtr. has been let by the Farmers Elvtr. Co. to W. H. Cramer. Up-to-date machinery will be installed.

Piger, Neb.—Geo. Axen, who has been working in the elvtr. of the Nye Schneider Fowler Co. at Rushville, has taken up his old position with the same company here.

Brunswick, Neb.—W. W. Calkins, agt. of the McCaull-Webster Elvtr. Co., will be in charge of the elvtr., which the Fletcher Grain Co. purchased from the Atlas Elvtr. Co.

Lyons, Neb.—J. S. Paine is pres. and Waldo Christensen, sec'y, of the recently incorporated Farmers Union Co-operative Ass'n.—A. F. Hein, mgr. Farmers Grain Co.

Prairie Home, Neb.—Guy F. Welsh has been employed as mgr. of the elvtr., recently completed for the Farmers Elvtr. Co. by G. H. Birchard, who had the contract.

Tarnov, Neb.—The Farmers Elvtr. Co. has been organized and the elvtr. of the Omaha Elvtr. Co. purchased. Possession will be given Dec. 1.—Andrew A. Jaworski, treas.

Huntsman, Neb.—The Sidney Lumber Co., of Sidney, has let contract for an 8,000-bu. iron clad elvtr. to W. H. Cramer. It will be equipped with up-to-date machinery.

St. Paul, Neb.—An old elvtr., owned by the Omaha Elvtr. Co., burned recently. The building, which was located on the Union Pacific right-of-way, had not been used for years.

Hubbell, Neb.—The Searle & Chapin Lumber Co. and B. B. Cruise, which bot the elvtr. of the Gooch Mlg. & Elvtr. Co., will operate it under the name of the B. B. Cruise Grain Co.

Sunol, Neb.—Work on the elvtr. of Fenske Bros., for which W. H. Cramer has the contract, is progressing rapidly. The building will be iron clad and equipped with up-to-date machinery.

Shelton, Neb.—The elvtr. of the Denman Grain Co. is so heavily loaded with grain that it has settled several inches on one side and is slightly leaning. There is about 30,000 bus. of wheat and 10,000 bus. of corn in the elvtr. and the company has been unable to secure cars to ship it.

Craig, Neb.—The elvtr. of G. A. Blackstone has been wrecked and the material will be used in erecting the new lumber sheds for the Holmquist Grain & Lumber Co., which recently sold its new steel elvtr. to the Farmers Union Ass'n. It will continue in the lumber business and will move its yards and sheds across the street.—Fred E. Ericson.

Bay State (Columbus p. o.), Neb.—Fire, believed to have been started by a spark from a passing locomotive, on Oct. 22, destroyed the 50,000-bu. elvtr., sheds and stock yards, owned by Sheldon & Campbell. The loss is estimated at \$15,000, partly covered by insurance. The elvtr. will probably be rebuilt, but nothing will be done regarding it this winter.

Osceola, Neb.—The 40,000-bu. elvtr. of the Farmers Elvtr. Co. was destroyed Oct. 30, by fire, started by sparks from a passing locomotive. It contained about 24,000 bus. of wheat, 600 bus. of corn and a quantity of oats. Insurance, \$8,000 on the building and \$43,000 on the grain. The large amount of grain in the elvtr. at the time of the fire was due to the car shortage.

Nelson, Neb.—The recently incorporated Farmers Union Elvtr. Co. has just completed its new up-to-date steel covered elvtr., for which contract was let to the R. M. Van Ness Construction Co. It has a capacity of nearly 20,000 bus. and is equipped with Richardson Automatic Scales and other up-to-date machinery. I. Manion is mgr. of the company.—Frank R. Morgan, pres.

OMAHA LETTER.

The Dolphin-Jones Grain Co. has succeeded the Saunders-Weststrand Co., which is now out of business.

A vote of the members of the Grain Exchange was taken Oct. 8 on the proposed amendment increasing the initiation fee to \$10,000. The fee 10 years ago was \$500.

The 14th annual convention of the Nebraska Farmers Co-operative Grain & Live Stock State Ass'n will be held in this city Nov. 21 to 23. The program is published elsewhere in this number of the Journal.

The Omaha Cereal Co. has engaged in the corn products business and acquired a plant on the Union Pacific. H. T. Johnson, of Lincoln, will be mgr. He will build a warehouse now and an elvtr. and mill in the spring.

An elvtr. will be installed at the river front for the mechanical unloading of grain in bulk from the steamboat, Julius F. Silber, plying between Omaha and Decatur. Grain will be shipped in bulk instead of being handled in sacks as heretofore.

The following candidates were nominated at a caucus of the Grain Exchange, Oct. 31, to be voted on at the election, which was held Nov. 8, for the 3 vacancies in the directorate, the terms of 3 directors having expired on that date: H. K. Schafer, O. M. Smith, E. S. Westbrook, J. M. Albers, W. P. Metzger and Ed. P. Smith.

The Vincent Grain Co. has brot suit against John F. English for \$1,412.69, alleging that on July 11, 1916, it contracted with the defendant for 2 carloads of wheat, to be loaded on the cars at Cheney within 30 days. At that time the price of wheat was 95½¢. Mr. English failed to fill the order, which was for 3,000 bus. of No. 2 hard wheat, within the contract time, stating that it was impossible to obtain cars. The time was extended until Aug. 25, but still no grain was forthcoming. On Aug. 25 the grain company was compelled to go upon the market here and buy 2,933.20 bus. of the same kind of wheat, at \$1.48¼, with which to fill its orders. Plaintiff asks judgment for the difference in cost it was forced to pay for the alleged failure of the defendant to fulfill his contract.

NEW ENGLAND

Portland, Me.—B. J. Bolan, has been elected official grain inspector at this point.

Brookline, Mass.—Wm. Sumner Crosby, grain dealer, was married Oct. 18 to Miss Hannah Lacey.

St. Johnsbury, Vt.—The E. T. & H. K. Ide Co. has bot the grain plant of Griswold & Mackinnon.—Fred D. Gilman, trustee.

Providence, R. I.—C. M. Munroe & Sons, grain and hay dealers, have made an assignment for the benefit of their creditors.

Worcester, Mass.—The E. A. Cowee Co. has bot the grain, seed and flour business of Wilson & Holden, which they had been conducting for 40 years.

Boston, Mass.—The John J. White Co. incorporated to handle grain, hay and straw; capital stock, \$40,000; incorporators, John J., Thos. F. and Wm. F. White.

Feeding Hills, Mass.—H. C. Puffer, of Springfield, has bot and taken possession of the grain business of Edward A. Kellogg & Sons, with a lease of the grain warehouse on the Central New England R. R.

Norwich, Conn.—The Cutler Co., of North Wilbraham, Mass., has bot the grain elvtr. of Henry A. Bugbee, who has been in the grain business here for 29 years. Mr. Livesly will be mgr. for the new owners.

Boston, Mass.—Robert Cram Bacon, in charge of the grain commission office here of his father, Edward R. Bacon, of Chicago, Ill., is engaged to marry Miss Helen S. Heafield. The wedding will take place New Year's Day.

NEW MEXICO

Santa Fe, N. M.—Mr. Davis has succeeded Mr. Parks as prop. of the Santa Fe Hay & Grain Co.

Melrose, N. M.—The elvtr. at this place, as well as the one at Clovis, was taken over by J. A. Latta, H. M. Stockes and Vodie Harden, who bot the interest of Lester Stone in the Clovis Mill & Elvtr. Co.

NEW YORK

Troy, N. Y.—Frederick F. Draper, pres. of the Boutwell Mlg. & Grain Co., died Oct. 13, aged 73 years.

Addison, N. Y.—Several carloads of rye and barley burned when the Addison Roller Mills were destroyed by a recent fire. Total loss, \$20,000; insurance, \$4,000.

Albany, N. Y.—The firm of H. A. Cade, incorporated to handle grain, cereals and flour; capital stock, \$20,000; incorporators, G. E. Miner, J. E. Beaver and L. M. Cade.

Camillus, N. Y.—The Federal Mlg. Co. has installed new machinery and remodeled its storage bins to increase the wheat storage capacity and facilitate the handling of wheat.

BUFFALO LETTER.

The new marine tower of the C. T. Railroad Elvtr. is in operation and the unloading capacity is now 50,000 bus. per hour.

The Frontier Elvtr. & Mills Co. will build a 4-story steel and corrugated iron grain and transfer house, at City Ship Canal, at a cost of \$5,000.

NEW YORK LETTER.

W. L. Deetjen, representing the Mannheim Mill Co., Mannheim, Pa., has applied for membership in the Produce Exchange.

Western States Grain & Feed Co., incorporated; capital stock, \$20,000; incorporators, S. J. Rawk, M. M. and S. J. Marks.

The American Cotton & Grain Exchange has been incorporated to provide a building or room for trading in cotton, grain and other commodities in this city. It is a membership corporation.

NORTH DAKOTA

Beach, N. D.—I am completely out of the grain business.—M. C. Egan.

Kathryn, N. D.—Fire destroyed the elvtr. and coal sheds of N. J. Olsen & Sons.

Pettibone, N. D.—An elvtr. will be erected by the Farmers Union Elvtr. Co.

Max, N. D.—C. H. Ihlen, who sold his elvtr. here a short time ago, has removed to Hamberg.

Crete, N. D.—F. M. Swanson is pres. and I am mgr. of the Crete Co-operative Grain Co.—O. A. Orn.

Edmunds, N. D.—I have succeeded H. B. Wescom as agt. of the Occident Elvtr. Co.—A. D. Busch.

Wabek sta. (no p. o.), N. D.—This station has 3 elvtrs. under construction. It is located near Fargo.

Crosby, N. D.—Extensive improvements are being made in the elvtr. of the Farmers Elvtr. & Trading Co.

Leeds, N. D.—O. C. Bue has succeeded James Bartron, Jr., who resigned as mgr. of the Farmers Elvtr. Co.

Cuba, N. D.—Oscar Fossen has resigned as agt. of the Atlantic Elvtr. Co. and removed to Plentywood, Mont.

Belfield, N. D.—The Farmers Equity Union and the Occident Elvtr. Co. have installed new cleaners in their elvtrs.

Homer sta. (no p. o.), N. D.—The recently incorporated Farmers Elvtr. Co. has built a 25,000-bu. elvtr. and is handling fuel in connection.

Buchanan, N. D.—I have resigned as mgr. of the Buchanan Elvtr. Co. to become sales mgr. of the Maine Roller Mills of Underwood, Minn.—S. F. Northrup.

Hatton, N. D.—The Farmers Elvtr. Co. has completed its new elvtr., for which it let contract to T. E. Ibbersen, and now has a total storage capacity of 80,000 bus.

Omamee, N. D.—The Farmers Elvtr. Co. has built a 30,000-bu. up-to-date elvtr. adjoining its old house. The dump cover has been replaced with a new iron grating.

Appam sta. (no p. o.), N. D.—The foundations for 2 elvtrs. at this place were under way on Nov. 5.—T. C. Evensen, agt. St. Anthony & Dakota Elvtr. Co., Spring Brook.

Millers Spur (Bordulac p. o.), N. D.—The dump at the elvtr. of the Farmers Elvtr. Co. has been changed to the platform style and a kerosene engine has been installed.

Kirby sta. (no p. o.), N. D.—The Kirby Equity Elvtr. Co. has completed the 35,000-bu. elvtr. for which it let contract to D. F. Hoag & Co. Equipment includes a 15-h. p. Fairbanks Engine, 6-ton dump scale, Globe Cleaner, and a 1,500-bu. Fairbanks Automatic Scale. This station is 3 miles east of Crosby.

Hensler, N. D.—John C. Morrison, of Raleigh, has taken charge of the elvtr. of the Standard Grain Co. at this place.—Harry N. Fisher, mgr. Co-operative Equity Exchange, Raleigh.

Hebron, N. D.—Aug. Koesel, formerly mgr. of the Richardson Equity Exchange, at Richardson, has accepted the position of grain buyer at the new elvtr. of the Farmers Union Elvtr. Co.

Cavalier, N. D.—The International Elvtr. Co. and the Cavalier Mfg. Co. operate elvtrs. here. The recent report that the St. Anthony & Dakota Elvtr. Co. operates an elvtr. at this place is incorrect.—X.

Inkster, N. D.—We have installed a Globe Cleaner in our recently acquired elvtr. and intend to put in a double leg and feed mill before another season opens up.—J. N. Nelson, mgr. Inkster Elvtr. Co.

Cottonwood Lake, N. D.—Work on the foundations for 3 elvtrs. at this station was under way Nov. 5. This town is on the new Wild Rose extension.—T. C. Evensen, agt. St. Anthony & Dakota Elvtr. Co., Spring Brook.

Spring Brook, N. D.—The towns on the new Wild Rose extension will cut our grain business in half this fall. Farmers are holding their grain to haul to 2 elvtrs. under construction at Appam sta. (no p. o.), and Cottonwood Lake.—T. C. Evensen, agt. St. Anthony & Dakota Elvtr. Co.

Huff, N. D.—An action of petty larceny was brot against F. E. Thomas, mgr. of the Farmers Elvtr. Co., by Wm. Miller, who charges that Thomas shortweighed his load of grain 800 lbs. When the case was called in court the prosecution had no witnesses and the case was dismissed.

Alexander, N. D.—I will continue to operate the elvtr., which I recently purchased from the Alexander Grain Co., under the same name, with myself as pres., E. P. Brown, vice-pres., Judd Williams, treas., and T. E. McLean, sec'y. Cecil Taylor, former mgr., has been retained in charge.—L. D. McLean.

Wyndmere, N. D.—The newly organized Equity Elvtr. Co. has bot the elvtr. of the Monarch Elvtr. Co., on the Nor. Pac. We are located on the Soo Line, having built an up-to-date elvtr. this summer, in connection with our old house, which gives us a total storage capacity of 50,000 bus.—J. P. Olson, mgr. Farmers Elvtr. Co.

Cleveland, N. D.—Forging the name of W. Scott, agt. of the Occident Elvtr. Co., to a grain check which he stole from the company and made payable in the amount of \$364.23 to Elkwood Lusk, the name which he assumed, and depositing the amount in a bank at Jamestown, Wm. Hart, aged 19 years, was arrested to answer a charge of 3rd degree forgery.

Mandan, N. D.—A. P. Gray has been retained, for the coming year, as mgr. of the Farmers Elvtr. Co., which has built an addition to its elvtr., at a cost of \$7,000, and now has a double driveway and up-to-date elvtr. "We have spent about \$2,000 this season on improvements, including the erection of a new office and a new foundation under our elvtr.—E. A. Neuhauser, agt. Occident Elvtr. Co.

OHIO

Greenville, O.—I have succeeded H. Weimer & Son.—J. W. Weimer.

Troy, O.—Allen & Wheeler, operating an elvtr. and mill, will enlarge their plant.

Glenmont, O.—The Farmers Equity Exchange Co. will build an elvtr.—W. E. Barnes.

Rex, O.—We expect to install a new corn dump with drag chain.—J. A. Brubaker & Sons.

Oakland, O.—The Oakland Grain Co. has let contract for an elvtr. to the Reliance Construction Co.

Bowlsville, O.—Curtis Burns, of C. B. Burns & Co., operating an elvtr., died Oct. 24, aged 68 years.

Roselms sta. (Grover Hill p. o.), O.—L. C. Allinger & Co. have sold their elvtr. on the C. H. & D. R. R.

New Lexington, O.—The elvtr., under construction for the Farmers Elvtr. Co., is nearing completion.

Waverly, O.—George Ellington is now mgr. of the Pee Pee Mfg. Co., operating an elvtr. and mill here.

Loudonville, O.—The capital stock of the Loudonville Mill & Grain Co. has been increased from \$80,000 to \$100,000.

Howard, O.—The Howard Equity Exchange Co. has been organized, with a capital stock of \$10,000, to buy grain and other commodities.

Cleveland, O.—H. W. Robinson, formerly in the grain business at Greenspring, is now with the Union Elvtr. Co. here.—C. G. Robinson, Greenspring.

Columbus, O.—The fall meeting of the Ohio Millers State Ass'n will be held Nov. 14 and 15 at the Virginia Hotel. The ass'n will be the guests of the Gwinn Mfg. Co. at the dinner.

Apple Creek, O.—The Farmers Equity Exchange is installing a Clipper Cleaner and a 10-h. p. engine and making extensive improvements in its recently acquired elvtr.—Fred C. Troxel, mgr.

Dola, O.—Two scoopers are operating here and at Peterson's Siding and Law's Siding. The only regular dealer at this station is the Western Grain Co. The scoopers' shipments go to Pennsylvania.

Wooster, O.—Isaac Bixler & Son, who lost their elvtr. and mill at Homeworth by a recent fire, have purchased the plant of the Empire Mfg. Co., and will rebuild it, increasing the capacity. Outside scales will be erected.

Hardin sta. (Sidney p. o.), O.—J. S. Steinke, mgr. of the Sheets Elvtr. Co., was killed at Swanders, Oct. 29, his automobile being crushed by a C. H. & D. passenger train. His wife was seriously injured but will recover.

Toledo, O.—Martin W. Murphy has succeeded James Mattimore, who represented Finley Barrell & Co., on the floor of the Produce Exchange for the past 12 years. He will remain with the company in another capacity.

Gettysburg, O.—I will have my 45,000-bu. elvtr., now under construction, completed about Dec. 1. It is located on the Penn. R. R. and is equipped with Western machinery. Electric power is being installed.—S. A. Myers.

Youngstown, O.—The large grain warehouse of Albert H. Buehrle burned Nov. 1, entailing a loss of \$150,000. The building was filled with grain, flour and farm machinery. The fire is believed to have been of incendiary origin.

Ashland, O.—We will erect an elvtr. next spring and engage in the grain business. We have bot a coal and building material business and in the near future will erect a flour and feed warehouse. T. R. Plank is pres. and D. S. Dickason, mgr. of our company.—Farmers Elvtr. Co.

CINCINNATI LETTER.

A grain inspection office will be opened in the Johnstone Bldg., about Dec. 1, by the Dept. of Agriculture.

A rule, which became effective Nov. 1, excludes clerks from the space occupied by the Hay & Grain Exchange during trading hours.

R. R. Bowen and Frank L. Albrecht have been admitted to membership in the Grain & Hay Exchange of the Chamber of Commerce.

OKLAHOMA

Durant, Okla.—The Durant Grain & Elvtr. Co. has succeeded the Haynes Grain Co.

Lone Wolf, Okla.—I am mgr. of the Fidelity Grain Co. at this point.—J. M. Riley.

Sayre, Okla.—Carl Remund has resigned as agt. of the elvtr. of the Weatherford Mfg. Co.

Miami, Okla.—A wholesale and retail grain and hay business has been established by F. D. Morris.

Clinton, Okla.—The erection of an elvtr. and mill is being considered by the Chamber of Commerce.

Kildare, Okla.—I will build a 15,000-bu. up-to-date elvtr. to replace the one which burned last month.—John Dean.

Oklahoma City, Okla.—The Oklahoma City Mill & Elvtr. Co. contemplates the erection of additional grain storage.

Afton, Okla.—The Lipscomb Grain Co., of Liberal, Mo., is wrecking its old elvtr. and building a more up-to-date house across the street.

Ashley sta. (Alva p. o.), Okla.—We have placed our new 14,000-bu. elvtr. in operation.—Ben Douglas, mgr. Farmers Grain, Lumber & Coal Co.

Nash, Okla.—We will commence at once the erection of a 10,000-bu. elvtr., with a 36 ft. wareroom. The latest machinery will be installed.—Mills Bros. Grain Co., Kiowa, Kan.

Enid, Okla.—J. E. McCristy has sold his elvtrs. and mill, operated under the name of the Enid Mill & Elvtr. Co. He is now ill in a hospital and will retire from business.

Oklahoma City, Okla.—The Acme Mfg. Co. is building a concrete elvtr. to replace the one damaged by fire Aug. 12. Improvements are also being made on the company's plant.

Thomas, Okla.—The Farmers Elvtr. Co. has let contract for a 13,000-bu. iron clad elvtr. to the White Star Co. and work has been started. Corn handling machinery will be installed.

Enid, Okla.—W. W. Fuller, who has been in the grain business, with offices in the Enid National Bank Bldg., has gone to Kansas City, Mo., where he is in the grain business with his father.

Ringling, Okla.—Gode Bros. have bot and taken charge of the grain and hay business of White & Erdwurm. They had been connected with the firm for some time. W. S. Gode will be mgr.

Hinton, Okla.—I have bot the elvtr. of the Canadian Mill & Elvtr. Co. and will operate it as the Frymire Grain Co. I recently resigned as mgr. of the Chickasha Mfg. Co. at Ft. Cobb.—Roy Frymire.

Clyde sta. (Medford p. o.), Okla.—The Larabee Flour Mills Corporation will close its elvtr. at this station on Nov. 15 for the winter. It will probably be remodeled in the spring for the new crop.—E. W. Noll.

Stecker, Okla.—We have combined the interest of J. M. Giddings & Co. and the Volney Moore Grain Co. and are operating under the firm name of the Giddings-Moore Grain Co., Geo. A. Giddings retiring from the firm.—J. M. Giddings.

Tulsa, Okla.—E. R. Coker, in charge of the elvtr. of the Rea-Reid Mill & Elvtr. Co., was crushed between 2 cars near the company's plant. He did not know that a locomotive was attached to the trains when he stepped between the cars.

Enid, Okla.—The Enid Mfg. Co., incorporated; capital stock, \$200,000; incorporators, J. W. Maney, John Maney, Oklahoma City, and Henry Schafer, of El Reno. The company has purchased the 19 country elvtrs. and the 1,000-bbl. mill at this place, of the Enid Mill & Elvtr. Co.

Weatherford, Okla.—The Thomas Mfg. Co., which lost its elvtr. and mill at Thomas by fire Oct. 16, has leased the property of the Citizens Mill & Elvtr. Co. here. New machinery will be installed and the plant will be opened for business about Nov. 25.

OREGON

Pendleton, Ore.—The concrete elvtr., for which the Farmers Union Grain Agency let contract to the Burrell Engineering & Construction Co., is expected to be completed by Dec. 1. Work was started Sept. 28 on the building, which is the first elvtr. in Umatilla County. The structure rests upon bedrock. Spurs from the O. W. R. & N. and the Northern Pacific will reach the elvtr., which will cost approximately \$30,000.

PENNSYLVANIA

Chambersburg, Pa.—D. W. Faust & Sons have bot the elvtr. of Frank Mehaffey and he has removed to Coronado, Fla.

Uniontown, Pa.—The F. C. Pugh Co. is in the grain brokerage business but does not operate an elvtr. at this point.—X.

Pittsburgh, Pa.—The Exchange Elvtr., operated by J. W. Smith & Co., is being overhauled and 2 new steel tanks, with a capacity of 30,000 bus., are being added.

New Holland, Pa.—We have enlarged our elvtr. by a 24x60 ft. addition. We are under competition with a number of farmers who have no warehouse or place of business, but who are able to buy in carloads from disreputable jobbers. The dealers thru this section are considering the formation of an ass'n to help remedy this most prevailing evil.—Musselman Bros.

PHILADELPHIA LETTER.

Clarence W. Zecker, aged 53 years, employed by Wm. P. Brazer, mgr. for Finley Barrell & Co., died recently.

The Keusch Grain Co., New York, N. Y., Stevenson Co., Trenton, N. J., and August F. Gruber, of this city, have applied for membership in the Commercial Exchange.

The new 2,100,000-bu. Girard Point Elvtr., of the Pennsylvania Railroad, was completed and placed in operation on Oct. 23. Grain can be loaded into ships at the rate of 60,000 bus. an hour.

Public notice was given that after sun-down closing of Oct. 25 all manner of grain inspected "no grade" would not be handled at the Merchandise Terminals and the Girard Point Elvtr. of the Pennsylvania Railroad.

SOUTH DAKOTA

Huron, S. D.—F. C. Reilly is mgr. of the recently completed elvtr. of the Farmers Elvtr. Co.

Dimock, S. D.—Paul Larson, in charge of the elvtr. of C. W. Derr, will be married next month.

Crandon, S. D.—We are building a 3,000-bu. double corn crib with a shingle roof.—G. G. Stahl, mgr. Farmers Elvtr. Co.

Hecla, S. D.—C. E. Griffiths, formerly mgr. for J. E. Scott & Co., has removed to Houghton. J. F. Sankey is now grain buyer for the company.—B.

Madison, S. D.—Our elvtr. is full to the roof. We have built a new office and have started a lumber yard in connection with our elvtr.—F. H. Sloan, mgr. Farmers Elvtr. Co.

Carthage, S. D.—John Windahl, employed in one of the elvtrs. here, was instantly killed. Something went wrong with the machinery and he climbed up about 60 ft., when he lost his footing and fell to the bottom, crushing his head.

SOUTHEAST

Meridian, Miss.—The Elkin-Henson Grain Co. is building a 10,000-bu. elvtr., which is now practically completed.—X.

Birmingham, Ala.—The United Grain, Hay & Produce Co. has been organized as a subsidiary to the Farmers Union.

Tampa, Fla.—The grain and feed warehouse of C. H. Moorehouse burned recently. Estimated loss, \$30,000, fully covered by insurance.

Richmond, Va.—The Grain Brokers Ass'n gave a luncheon to members of the Grain Exchange on Oct. 30. Addresses were made by S. T. Beveridge, George Mayo, pres. of the exchange, W. T. Sale, W. G. Bragg and W. T. Dabney.

Pensacola, Fla.—The large elvtr. of the Louisville & Nashville Railroad, erected about 15 years ago at a cost of \$250,000, is to be demolished to make room for tracks. The structure was badly damaged during a recent storm. Proposals have been invited and the successful bidder is to be given the material if it is removed promptly.

St. Petersburg, Fla.—We are engaging in the produce business, but for the present will not handle any grain or hay.—Archibald Produce Co.

TENNESSEE

Memphis, Tenn.—E. W. Wyatt was married recently to Miss Euleie Farrell.

Memphis, Tenn.—A federal grain inspection dept. will be located in this city by the Dept. of Agriculture.

Memphis, Tenn.—A branch office has been opened in the Merchants Exchange Bldg. by E. W. Wagner & Co., of Chicago, Ill.

TEXAS

Claude, Tex.—R. D. Baker owns and operates the Claude Mill & Elvtr. Co.

Hale Center, Tex.—Robert Lemond contemplates the erection of a 10,000-bu. elvtr.

Hemphill, Tex.—The Hemphill Grain & Grocery Co. has engaged in business with H. D. Nixon in charge.

Galveston, Tex.—Davison & Co., whose grain, coal and feed plant burned Sept. 15, are now located at 2902 Strand.

Rogers, Tex.—The Rogers Grain Co. has installed a sheller, chop mill and grist mill and will purchase other machinery soon.

Cameron, Tex.—Cameron Grain Co., incorporated; capital stock, \$4,200; incorporators, T. J. Avers, J. B. Cavett and Wyatt Miller.

Ft. Worth, Tex.—A federal grain inspection office will be opened here within the next month. Only one male applicant took the examination for the position as grain inspector.

Happy, Tex.—The Townsend Grain Co. has let contract for 3 elvtrs., located at stations in the Panhandle section, to the White Star Co. Work will be started in the near future.

Winters, Tex.—We will build a small elvtr., installing the necessary machinery and will probably build and operate in connection a small flour mill. We will have the plant in readiness to handle the next crop.—McFarland Commission Co.

New Castle, Tex.—We have changed our firm name from the New Castle Elvtr. Co. We are located on the Missouri Kansas Texas Ry. Co. terminus of south from Wichita Falls, Tex., 57 miles.—Geo. Terrell, mgr. New Castle Mill & Elvtr. Co.

Seguin, Tex.—Our offices and warehouse, containing a stock of mill products and flour, burned recently and will be rebuilt at once, of fireproof material. The fire originated in a cotton gin adjoining our warehouse. Our loss is partly covered by insurance.—Seguin Mfg. & Power Co.

Ft. Worth, Tex.—The A. B. Crouch Grain Co. has been reorganized under the name of the Golden Rod Mfg. Co., with the same management. J. R. Stitt, general mgr., and F. W. Payne, sales mgr., will continue to hold the controlling interest in the company, the capital stock of which has been doubled.

Sweetwater, Tex.—The West Texas Grain Co. commenced business here Sept. 15 and does a wholesale grain business exclusively over this territory. The writer formerly traveled for the Ft. Worth Elvtrs. Co. over the state. The company has applied for membership in the Texas Grain Dealers Ass'n.—W. H. Wortham, mgr.

New Braunfels, Tex.—We contemplate the erection of 200,000 bus. additional concrete storage, plans for which are now being made by the A. E. Baxter Engineering & Appraisal Co. The work, which is to be let by contract, will be started as soon as possible so as to have the annex ready for the next crop.—R. H. Wagenfuhr, sec'y H. Dittlinger Roller Mills Co.

UTAH

Murray, Utah.—The Bennion Flour & Feed Mill has equipped its elvtr. with a Hall Signaling Grain Distributor.

WASHINGTON

Oakdale, Wash.—The old warehouse of the Seattle Grain Co., located on the Northern Pacific, is being repaired.

Cheney, Wash.—The Cheney Union Warehouse Co. has purchased a Hall Signaling Grain Distributor for its elvtr.

Johnson, Wash.—The 50,000-bu. elvtr. for which the Farmers Union let contract to the Burrell Engineering & Construction Co., has been completed at a cost of \$9,000. Electric power has been installed.

Chesaw, Wash.—Work has been started on the elvtr. for which the recently incorporated Chesaw Grain Co. let contract to the Seattle Engineering & Elvtr. Construction Co. S. C. Baker is pres. of the company.

Seattle, Wash.—Fire Oct. 8 destroyed our Wall Street Dock containing \$4,500 worth of grain, hay and building material. The building, which stood on piles, 165x600 ft., burned and also part of the piles, with an estimated loss of \$40,000. Machinery in the building, including hoists, hay compressors, etc., was destroyed, with a loss of about \$18,000. Total loss, \$100,000; insurance, \$98,000. We will rebuild at once with fire protection.—C. H. Bacon, of Galbraith, Bacon & Co.

WISCONSIN

Coloma, Wis.—We have succeeded Vilas Follett.—Vilas Follett & Son.

Oconto, Wis.—I am no longer engaged in the grain business.—H. Haymond.

Cameron, Wis.—Ed Ludwig has started the framework for his elvtr. and mill.

Ripon, Wis.—The report that Geo. Post operates an elvtr. here is incorrect.—X.

Springfield, Wis.—H. C. Cole is now in charge of our elvtr.—Wilbur Lumber Co.

Richland Center, Wis.—A scoop is handling some grain here.—A. H. Krouskop.

Argyle, Wis.—I have succeeded Orville A. Sardeson, operating an elvtr. and mill.—Chris Marty.

Abrams, Wis.—We have succeeded Baudhuin Bros. in the grain business.—D. J. Baudhuin Co.

Calumet Harbor (Peebles p. o.), Wis.—We are out of the grain business at this place.—Bergen Bros.

Whitehall, Wis.—The Cargill Grain Co. is not operating its elvtr. at present.—E. A. Southworth, agt.

Rice Lake, Wis.—The Hartel Morrison Co. has discontinued the feed business.—E. Craite & Son Mfg. Co.

Cedar Grove, Wis.—We have taken over the 20,000-bu. elvtr. of Van De Wall & Kreunen.—Kreunen Bros.

Clear Lake, Wis.—The Apple River Mfg. Co. is building a feed mill and warehouse adjoining its elvtr. and mill.

Wonewoc, Wis.—A. L. Peters is now mgr. of the 15,000-bu. elvtr. of the Wonewoc Farmers Co.—C. Taig & Sons.

Rodell sta. (Fall Creek p. o.), Wis.—We operate the only elvtr. at this station. All others are scoopers.—Niebuhr & Son.

Fairwater, Wis.—C. W. Kuehn has rebuilt his elvtr. and it now has a capacity of about 9,000 bus.—Tinkham & Meilkie.

Whitewater, Wis.—A scoop shoveler shipped 2 cars of grain from this station. We operate the only elvtr. here.—Dadmun Bros.

Fall Creek, Wis.—This station has two 40,000-bu. elvtrs., one owned by the Farmers Produce Co. and the other by our firm.—Niebuhr & Son.

St. Cloud, Wis.—We have sold our elvtr. at this station and it is now used for a cement and mason supply business.—William Rahr Sons' Co.

Marathon, Wis.—Peter Biehler is now mgr. of the Marathon Farmers Produce Co. and Paul Rajek is in charge of our elvtr.—Cereal Mills Co.

Mapleton sta. (Oconomowoc p. o.), Wis.—I succeeded Bernard Brierton in the grain business Aug. 10 and he is now on his farm.—Calvin J. Jones.

West De Pere, Wis.—David Wishart, who was employed by the Cargill Grain Co., has been retained in charge of the elvtr., recently purchased by the A. G. Wells Co.

Hortonville, Wis.—Peter Olk has bot the elvtr. of the Northern Grain Co. and operates it in connection with his own house. He is the only regular grain dealer here.—Jacob Miller.

Pepin, Wis.—I have been transferred from Maiden Rock to take the place of Albert Heinze as agt. of the R. E. Jones Co. Arthur Fosberg succeeded me at Maiden Rock.—E. M. Erickson.

Superior, Wis.—Fire was discovered Nov. 2 in the office of the supt. of the Great Northern Elvtr. "S," which threatened to spread to the elvtr. proper. It was extinguished with a loss of about \$700.

Lancaster, Wis.—We have taken over the business of the estate of T. F. Orton. Our company is composed of H. J. Orton and L. A. Orton. We have a number of scoopers at this station.—T. F. Orton Co.

Manitowoc, Wis.—A 500,000-bu. concrete elvtr. will be built by the William Rahr Sons' Co. at a cost of \$3,500,000. It will be possible for 5 cars to be handled at the unloading shaft at the elvtr. at one time.

Appleton, Wis.—The E. Liethen Grain Co. incorporated; capital stock, \$40,000; incorporators, Englebert Liethen, A. Liethen and M. Liethen. The company has taken over the 35,000-bu. elvtr. of the Marshall Hammell Co.

Stevens Point, Wis.—Guy Nash has sold his interest in the Jackson Mfg. Co., operating an elvtr. and mill here, to George W. Mead, of Grand Rapids, and I. P. Witter. Mr. Mead will succeed Mr. Nash as sec'y-treas.

New Richmond, Wis.—Contract for an elvtr. and 500-bbl. mill has been let by the New Richmond Roller Mills Co. to R. H. Folwell. The plant, which will replace the one burned Oct. 9, will probably not be built until spring.

Neillsville, Wis.—I have been shipping grain and operating the mill here for the past 4 years. I am now completing an elvtr. of about 10,000 bus. capacity and also a warehouse. The Farmers Elvtr. Co. operates the other elvtr. at this station.—J. L. Kleckner.

MILWAUKEE LETTER.

Memberships in the Chamber of Commerce are now \$500 bid.

A federal grain inspection dept. will be established in this city before Dec. 1, by the Dept. of Agriculture.

The rate of interest on advances under the rules of the Chamber of Commerce, for the month of November, is 6% per annum.

The inspectors at this city have forwarded their applications for licenses to grade shelled corn under the Grain Standard Act.

The plant of the Smith, Parry Co. is nearing completion. An unusual feature of this plant will be a popcorn crib, 200 ft. in length.

A meeting of the building com'tee of the Chamber of Commerce will be held Nov. 14 to definitely settle the question of erecting a new building.

The biggest cargo ever loaded at Milwaukee was put on board the steamer H. W. Smith recently by the new Northwestern Elvtr., having the advantage of a deep water dock. This is the first cargo loaded at the new elvtr., and consisted of 150,000 bus. barley and 180,000 bus. oats.

The Inspection Dept. has been notified that an examination of applicants for licenses as inspector will be held at the Federal Bldg., in this city, Nov. 11.

The Milwaukee and Northwestern roads on Oct. 21 ordered a traffic embargo between themselves, as the Northwestern refused to accept reconsigning orders for delivery of grain to the Milwaukee, in retaliation of a similar order made by the Milwaukee. The embargo was the result of an accumulation of cars at elvtrs. in this city.

Cecil E. Grimes and James M. Coughlin, of this city, and James A. Butler and Aneurin Owen, of Minneapolis, Minn., have been admitted to membership in the Chamber of Commerce. George K. Knowles, of this city, has applied for membership and the following memberships have been transferred: Frank O. Lenoir, Hiram A. Smith, L. W. Gifford (additional), James L. Crifftenden, Otto A. Dittmer, Alexander Weil, Thos. McAuliff, Louis G. Bohmrich, Theodore L. N. Port, D. E. Sullivan, John B. Henning, Thomas Hanson, deceased, and C. H. Quackenbush.

Judge Turner decided the question of whether Bernhard Stern & Sons were properly assessed by Tax Commissioner Bodden on their property value from May 1, 1915, to May 1, 1916, under an old state law while there is a more recent statute which provides that elvtr. operators shall pay an occupational tax based on the quantity of grain passing thru the elvtrs. within the year, in favor of the firm, holding the new law constitutional. The company protested a \$9,000 tax on a grain valuation of \$467,000, later securing a writ of certiorari to have the proceedings of the tax commissioner and the board of review passed on in circuit court. The case will be appealed to the supreme court.

WYOMING

Hillsdale, Wyo.—The Farmers Elvtr. Co. has completed plans for the rebuilding of its elvtr., which burned Sept. 20. They will do the construction work themselves.

A WHEAT CHECK for \$223,844 for 153,000 bus. sold by Luther P. Turner, a farmer of Harrington, Wash., recently, is the largest check ever given to an individual grain grower in that state. It covered his 1915 and 1916 crops, and was given by E. E. Mayer of Spokane.

AN ELEVATOR of 2,000,000 poods capacity will be erected at Nicolaievsk, Russia, by the State Bank. At a meeting of the representatives of the bank, the government and co-operative societies Sept. 16 at Nicolaievsk it was voted that numerous small grain stores should be erected at local stations to receive, dry, clean and sort grain.

Lew Hill Joins Belt Elevator.

After an active connection with some of the most progressive grain firms of Indianapolis for the last 14 years, Lew Hill has joined with Fred Vawter in operating the Belt Elevator & Feed Co., in that market.

The company's elevator, shown in the illustration herewith, will be enlarged and improved so as to make it a modern terminal house. The elevator will be used principally in conditioning grain from the country before it is sold, and for this reason equipment for cleaning, scour-



Fred Vawter and Lew Hill, Indianapolis, Ind.

ing, drying and clipping will be installed. The company intends to operate upon a strictly commission basis.

Mr. Vawter has been engaged in the grain business at Indianapolis since 1904. Every lot of grain handled by the company since that time has had his personal attention, and the care he has shown in handling grain has established for him a reputation among country shippers.

The combination of Mr. Vawter and Mr. Hill will give Indianapolis one more live firm, which will help to increase the volume of the city's grain business. The two partners are shown in the illustration printed herewith, standing just inside the door of their hay warehouse.



Grain Elevator and Hay Warehouse of Belt Elevator & Feed Co. at Indianapolis, Ind.

Feedstuffs

BOWEN & MURPHY, Birmingham, Ala., have registered the word "Tulip" as a trade-mark for cotton seed meal, No. 97,-780.

JACKSON, MICH.—We expect within the next 6 or 8 weeks to have a complete corn and oat feed mill in operation.—Eldred Mill Co.

ALFALFA FEED manufacturers should be in clover with hay selling at the reasonable prices of other years and mixed feeds commanding record breaking prices.

FOR ALLEGED MIXTURE with weed seeds and other foreign substances 6 cars of oats from Milwaukee were seized at Baltimore by the government recently.

SHELTON, NEB.—The alfalfa meal mill of F. C. Warren was burned on the evening of Oct. 16. Loss, \$17,000; partly insured. The engine and hay shed were saved.

TRAINLOADS of feed are being shipped to the British Government's horse and mule concentration camp at Lathrop, Mo., where 35,000 animals are being held for shipment to Europe.

OTTO WEISS of the Otto Weiss Milling Co., Wichita, Kan., while visiting his mill at Garden City recently had a rib broken and the muscles torn from his shoulder in an automobile accident.

MACHINERY for a stock feed and meal mill has been purchased by the recently organized Goldsboro Milling & Grain Co., of Goldsboro, N. C. The capital stock is \$50,000; H. G. Maxwell, pres., and Chas. Miner, mgr.

EXCEPT A FEW MINOR CHANGES in the feed laws of Louisiana, New York and Virginia the feeding stuffs com'tee of the Millers National Federation at its recent meeting reported nothing had been done by state governments.

PITTSBURGH, PA., Nov. 3.—Feed dealers are buying more split cars than ever because they do not run the chance of losing so much by a decline and they can do business without tying up so much money.—R. A. Sheets, of R. S. McCague.

THE COTTON SEED PRODUCTS Co., Louisville, Ky., is defendant in a second bill filed by the federal pure food officials charging that a shipment of 400 sacks of meal to Purdue University, Lafayette, Ind., contained but 36.09% protein, instead of 40% as labeled.

KANSAS CITY, MO.—A reduction in the commission for the sale of mill feed is requested in a numerous signed petition of members of the Board of Trade, presented to the directors. Some time ago the charge was increased \$3 per car by a change in the rule from \$5 per car to 2 cents per hundred pounds.

THE ARMOUR GRAIN Co., Jersey City, N. J., and Chicago, Ill., has registered "Sunny Jim's Fancy 38½ C. W. O." in a diamond, and "Chicago Natural Refanned 32/34 White Oats," in a diamond, as trade-marks 97,315 and 97,321 respectively.

WICHITA, KAN.—Suit against the Terminal Railroad Ass'n to recover \$50,000 damages has been brot by Mrs. Minnie Allen, widow of H. B. Allen, pres. of the Wichita Alfalfa Stock Food Co., who was killed by being caught between two cars at the plant.

CHICAGO, ILL.—The J. J. Badenoch Co. is equipping its plant with 12 feeders for mixing dairy and molasses feeds.

NO OBJECTION to the presence of salt in small quantities in cotton seed or cotton-seed products, provided they are labeled to show that salt is present, will be made by the Buro of Chemistry of the U. S. Department of Agriculture, according to Bul. No. 18 of Service and Regulatory Announcements. The buro makes this announcement as members of the cotton-seed trade had construed item 176 in Bul. 17 to mean that common salt even in small quantities, when mixed with cotton-seed meal or hulls, was considered injurious to animals by the buro. Just what proportion of salt can be fed with these products without deleterious effect has not been determined, and the above announcement is made pending further investigation.

THE GOVERNMENT PROSECUTED to a termination during the last fiscal year 1,036 cases under the Pure Food & Drugs Act. Of those terminated 434 were criminal and 602 were civil. In 330 of the 434 criminal cases fines amounting to \$15,905.56 were imposed. In 132 of these cases fines amounted to \$50 or higher, in 48 cases fines amounted to \$100 or more in each case, and in 19 cases to \$200 or more in each. The highest fine imposed on a single defendant was \$600. In addition to the fines imposed costs generally were assessed. Of the 602 civil cases terminated during the year decrees of condemnation and forfeiture were entered in 543. In the 543 cases in which decrees of condemnation and forfeiture were entered the goods were destroyed in 330, released on bond or otherwise in 177, sold in 35, ordered sold or destroyed in 1. At the close of the year 377 cases were pending, of which 200 were criminal prosecutions and 177 were seizures. The Department of Justice was submitted 978 new cases for prosecution.

Feedstuffs Movement in October.

Receipts and shipments of feedstuffs at the various markets during October, 1916, compared with October, 1915, were as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Chicago, lbs.	40,877,000	59,882,000	72,068,000	156,434,000
St. Louis, sacks	136,860	218,470	76,740	237,730
Milwaukee, tons	12,100	32,740	19,591	39,512
Kansas City, tons	2,860	2,160	14,400	10,980
San Francisco, tons	2,056	930	.....	.....
New York, tons	1,617	.....	183	.....

Exports of Feeding Stuffs.

Exports of feeding stuffs during August, 1916, compared with August, 1915, and during 8 months ending August, 1916, compared with the corresponding period ending August, 1915, according to the United States Buro of Foreign and Domestic Commerce, were, in tons, as follows:

	July.		8 mos. ending August.	
	1915.	1916.	1915.	1916.
Bran and middlings	2,682	551	11,445	4,430
Dr. grns. and mlt. sprts.	46	211	1,496	1,288
Mill feed	1,784	7,572	10,612	22,757
OIL CAKE AND OIL CAKE MEAL (Lbs.).				
Corn,	2,378,000	954,400	25,145,447	12,029,048
Cottonseed,	46,482,384	82,528,746	850,216,651	599,024,285
Linseed,	13,333,472	45,796,679	121,701,725	101,976,835

C. N. Bell Resigns

Dr. C. N. Bell, for 30 years sec'y of the Winnipeg Grain Exchange, Winnipeg, Can., resigned Nov. 7. He will devote his time in the future to furthering the interests of the Traders' Building Ass'n, Ltd., owner of the Grain Exchange Bldg., for which ass'n he retains the office of sec'y.



C. N. Bell, Winnipeg, Man.

Fertilizers a Profitable Sideline.

By F. M. LOOMIS.

It is a mystery just why the attitude of many grain dealers toward the commercial fertilizer business should be so stand-offish. Considering how admirably fertilizer adapts itself to the conditions of the grain man's business, what a wonderful effect it can have upon increasing his business, it seems unaccountable that a larger proportion of the trade have not given it more serious consideration. There are so few things which will fit in harmoniously for the grain man that one well may wonder why it is that he ever neglects this essentially appropriate commodity. It is as appropriate for him to handle as he is admirably equipped to handle it.

A failure to appreciate this fact may be due in many instances to force of habit. Grain men are in a class by themselves—in the presence of their fellow business men they are buyers; in the presence of others, sellers. This sets them apart. Their training is hardly along the same lines. Those ideals and sentiments which influence the grocer and the hardware dealer leave the grain dealer unaffected. He approaches the common aim, the farmer, from a side diametrically opposite to that approached by other business men. This may tend to make the grain man, where he has been exclusively such, chary of getting out of his class. To buy and sell, both, to the same man may seem like straddling an issue. But if it is a real influence, it is based upon an erroneous conception of what selling fertilizer really means.

Selling commercial fertilizer is not done, by the grain man, purely for the sake of selling, at least not yet. It is sold more as a matter of accommodation and with an ultimate end in view. It is not the volume of the fertilizer sales which is the attraction, nor is it the profit which may be made upon that volume, it is rather the chance to buy that which the fertilizer is a means of producing. Fertilizer is a means to an end, not the end in itself. Looked at in this light, for the grain man to sell fertilizer is not to engage in a business which is foreign to his line, but instead is a broadening of a business policy for the sake of an ultimate gain.

In talking with grain men who have not considered the matter seriously, I find that few of them have looked far enough into the future to get this point of view. Here and there one has, of course, and wherever you find a grain dealer who is selling fertilizer you will find a man who is enthusiastically for it. Not alone do they make a profit on the fertilizer itself, but they find the ultimate increase in their business so large that they cannot but feel gratified over the acumen they displayed in promoting the use of fertilizer. For of the results there never is any doubt whatsoever. No matter what kind of soil there may be in any locality, nor how naturally fertile it may be, putting commercial fertilizer on it improves results. Either the per acre yield is increased or the quality is improved, or both. In either event the farmer gets more for such portion of the crop as he sells; the grain dealer gets the opportunity to buy more or better grain; a higher grade of grain enters the markets from that locality, so that everybody is benefited. There is an immense satisfaction in selling something which always produces tangible results. No matter what the conditions may be, the use of fertilizer invariably results in something

to the good. Even if climatic conditions happen to be such that the grain crops are materially cut down in spite of every effort, the resulting fodder crop will be better and larger to compensate for what application of fertilizer there may have been.

Good results follow the use of commercial fertilizer in every instance provided always, that some approximation has been made in the composition which will meet the soil and crop needs of the locality. There are certain well understood indications which tell what plant food constituents are lacking in any soil. These are easily and readily interpretable by the soil expert or even by the thoughtful farmer. It has been demonstrated too that certain well known constituents in commercial fertilizer are particularly conducive to certain results, according to the kind of crops to which it is to be applied. This data has been collected and is at the free service of any man who desires to know. In practically every community there is somebody who has made a study of such matters and who is competent to advise, and, if not, then the accumulated experiences of the national and state agricultural experiment stations always are available. The man who injures the fertilizer trade is the man who does not know and who will not recognize the state of his own ignorance.

Another objection sometimes advanced is that equipment is lacking. Just why there should be an impression that special equipment for the fertilizer trade is necessary is a mystery. As a matter of fact none in addition to that which most grain dealers already possess is needed. Fertilizer commonly comes in such shape that it is easily handled and stored. Furthermore, it is essentially a seasonal product. Spring and fall demands are short and active, and between times the dealer hardly need concern himself about it.

The fertilizer trade of the future is bound to acquire mammoth proportions. It is growing day by day. It will be worth any man's while just to look into it a little. Maybe because it has been so generally outside the regular channel is why its development has progressed unnoticed. But it has developed largely and is gaining momentum. It must become a business of commanding importance and it should be controlled by business men. The grain man who gets into it now is sure to go up with the tide because of his peculiar fitness for taking care of it and he is very sure to prosper thereby.

MEXICO will permit the free importation of all kinds of grain between Nov. 1 and Feb. 28, 1917, according to a decree of the Carranza government dated Oct. 27.



W. H. Kramer, Cincinnati, O., Deceased.

Yields of Different Varieties of Corn in Illinois.

Variety tests conducted by the Agricultural Experiment Station of the University of Illinois in different sections of the state show the following comparative yielding powers of new and old varieties of corn grown in the three principal sections of Illinois:

In northern Illinois the average yields of varieties grown at Myrtle and Sycamore, covering the period from 1903-1905 were as follows: Riles's Favorite, 54.1 bus. per acre; Reid's Yellow Dent, 53.6 bus.; Funk's 90 Day 53.6 bus.; Leaming, 52.7 bus.; Goldmine, 52.6 bus.; Pride of the North, 50.0 bus., and Boone County White, 49.4 bus. An average of 53.3 bus. per acre for a 2 year average was made by Western Plowman.

The leading varieties for central Illinois are Reid's Yellow Dent, Boone County White, Champion White, Pearl, Leaming, Silvermine and Riley's Favorite. The percentage rating of varieties grown at Urbana, Ill., for the period of 1901-1915, using Reid's Yellow Dent as a standard, results as follows: Leaming 95.5%, Boone County White 97.3, Reid's Yellow Dent 100.0, Silvermine 92.6 and Champion White Pearl 94.4. Other high yielding strains commonly grown in this section are Golden Eagle, Farmer's Interest, Johnson County White and Beatty's Yellow.

In the southern Illinois section the highest yields covering tests at Fairfield in Wayne County for a minimum of four years were made by the following varieties in the order named: Funk's 90 Day, Reid's Yellow Dent, Perrine's White Pearl, and Chinese Poor Land. Other varieties, such as Sutton's Favorite, Strout's Red, Will County Favorite and Western Plowman, which have been tested only one year, show a promising future.

Champion White Pearl, Perrine's White Pearl and Easterly's White varieties have been grown in southern Illinois until they have become well adapted to conditions obtaining there. Varieties such as Reid's Yellow Dent and Funk's 90 Day, which have been grown under the more favorable soil conditions of central Illinois, cannot compete with adapted varieties on the poor land of southern Illinois, but where the soil is enriched they produce, in favorable seasons, larger yields than the varieties commonly found in that section.

William H. Kramer Dead.

William H. Kramer, for more than 25 years in the grain business at Cincinnati, O., died recently. He was one of the organizers of the Grain & Hay Exchange of the Chamber of Commerce and had served on a number of com'tes pertaining to grain trade matters.

Mr. Kramer, who was 42 years of age, suffered a stroke of paralysis 2 weeks before his death. The following grain dealers served as active pallbearers at his funeral: Edward Fitzgerald, B. H. Wess, A. M. Braun, William J. Stueve, Charles Schmidt, Charles Custer, George Keller and Joseph Huermann. The directors of the Chamber of Commerce appointed a com'te to draft a memorial resolution.

THE CAR OF ARGENTINE CORN received at Peoria, Ill., Nov. 5 tested 12 per cent moisture, weighed 63 lbs. and was graded No. 2 yellow. It came from Jersey City by way of the Erie road to the Mueller Grain Co.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

C., B. & Q. Sup. 7 to 7072-C, effective Nov. 25, quotes the local freight tariff of distance rates on all grain.

Lake Erie & West. in Sup. 13 to 501-D quotes rates on grain and grain products from points in Ind. and O.; to Paducah, Ky., effective Nov. 30.

C. M. & St. P. in Sup. 24 to 11244-A gives transit privileges on grain, grain products and seeds at its stations and connections, effective Nov. 24.

C., H. & D. in Sup. 3 to 5731 gives rules governing mixing and transit privileges on grain and feed at Decatur, Ill., Eldean and Troy, O., effective Dec. 1.

C. C. C. & St. L. in Sup. 11 to 1361-E quotes rates on grain and grain products from its stations and stations on the Cin. Nor., to C. F. A. points, effective Dec. 1.

Ill. Cent. in Sup. 5 to 117-F quotes rates on grain and grain products from its stations and connections to points in southern and southwestern territory, effective Nov. 6.

C. H. & D. in Sup. 3 to 5781 5408-G gives rules governing milling or malting, drying, cleaning, sacking, screening or shelling of grain in transit at its stations, effective Dec. 1.

Great Nor. in Sup. 25 to 24847 quotes rates on grain, grain products, millet and flaxseed between Ia., Minn., S. D., and Wis. points and stations in N. D., effective Nov. 25.

C., B. & Q. in Sup. 17 to 1346-E quotes advanced rates on gluten feed, mixed feed, brewers refuse and ground alfalfa from Peoria, Ill., to Illinois and Iowa points, effective Nov. 1.

C. & E. I. in Sup. 11 to 622-C quotes rates on grain, grain products, corn cobs, broom-corn and seeds from its stations; to north, east, west and south and Canadian points, effective Dec. 15.

A. T. & S. F. Sup. No. 1 to 5655-V gives joint proportional freight rates on grain and grain products, hay, straw and broom corn, carloads, from points in Kan., Colo. (East of Colorado common points), N. M. and Okla.; also Superior, Neb., to Galveston, Tex., Port Bolivar and Texas City, Tex., when for export only, effective Nov. 27.

C., B. & Q. in Sup. 38 to 4000-B gives minimum carload weights on grain and grain products, effective Dec. 1.

C. B. & Q. in Sup. 5 to 10688-A gives class and commodity rates including wheat and corn between points on the Shelby County Ry. and stations on the C., B. & Q., effective Dec. 15.

C., B. & Q. in Sup. 74 to 3200-B gives local, joint and proportional rates on grain and grain products between Missouri River points and Chicago, St. Louis and Minneapolis, effective Nov. 20.

C., B. & Q. Sup. 6 to 3662-F is a grain and seed circular naming regulations on grain, grain products and seeds and arrangements for stopping in transit to shell and clean, effective Dec. 1.

C. M. & St. P. in Sup. 3 to 6952-C quotes rates on grain, grain products, millet and flaxseed between its stations and connections; and Missouri River points and Chicago, Ill., Minn. and Wisconsin points, effective Dec. 5.

C. I. & W. in Sup. 1 to 820-C gives rules governing milling or malting, drying, cleaning, sacking, screening or shelling of grain in transit at its stations, mixture of transit and non-transit identity preserved product, effective Dec. 1.

C., B. & Q. in Sup. 58 to 1800-B gives local, joint and proportional rates on grain, grain products, broom corn and seeds between stations west of the Missouri River and Chicago, Minneapolis, Duluth, Peoria and St. Louis, effective Nov. 20.

Great Nor. in Sup. 35 to 17845 quotes rates on corn, oats and feed from Sioux City, Ia., Huron, Yankton and Watertown, S. D., Forbes, N. D., and intermediate points, also stations in Neb.; to points in Minn., N. D., S. D., Wis. and Man., effective Dec. 1.

C., B. & Q. 1218-C is a joint freight tariff naming rates on grain and grain products from stations in Kansas, Nebraska and Colorado to Brookport, Cairo, Metropolis, Ill.; Evansville, Ind., Memphis, Tenn.; and New Orleans, La., and to other Gulf ports when for export, effective Nov. 1.

C., B. & Q. Sup. 1 to 1218-C gives minimum weights on grain and grain products, effective Dec. 1, and makes a new exception, as follows: On shipments made in cars that can not be loaded to prescribed minimum, actual weight will govern, but in no case less on oats than 40,000 pounds and on other grain 46,000 pounds, if cars are loaded to their full visible capacity, or in case of grain, if loaded to the grain line in cars where grain line is shown. In billing such cars agents will note on way-bills, "Loaded to full visible capacity."

Patents Granted

1,203,285. Weighing and Packaging Apparatus. (See cut.) John D. Webber, Bayonne, N. J., assignor to Richard H. Wright, Durham, N. C. Mounted in a frame is a series of weighing machine receptacles adapted to discharge their contents into a line of buckets mounted on an endless conveyor.

1,203,827. Endless Conveyor Belt. (See cut.) Carl T. Westlin, Arlington, N. J. The conveyor belt has its body formed into a loop, a sheathing embracing the loop and rigidly secured thereto, one edge of the sheathing extending into the direction of lead of the belt, reinforcing the belt and formed into a carrier device.

1,203,486. Grain Door. (See cut.) Geo. E. Charland, Mankato, Minn. The door is loosely hinged at its upper edge to the car and movable transversely of the car into open position, in which it is held by a support pivoted at its inner end to the roof of the car, the same support acting as a brace to the door when closed.

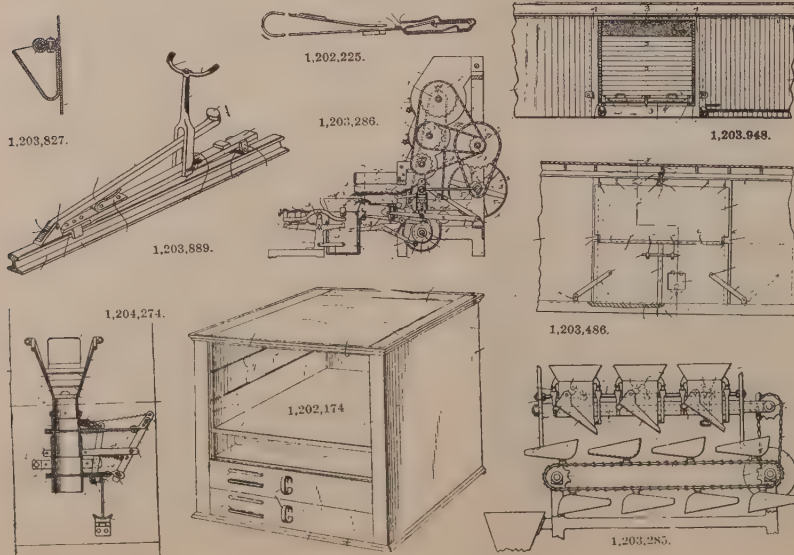
1,203,286. Automatic Weighing Apparatus. (See cut.) John D. Webber, Bayonne, N. J., assignor to Richard H. Wright, Durham, N. C. The stream of material passing to the weighing receptacle is controlled by a chute mounted to turn independently upon vertical and horizontal axes. The chute is continuously oscillated horizontally and when the weighing receptacle has been partly filled is elevated to drip-stream position, and when completely filled to closed stream position.

1,203,948. Grain Door. (See cut.) John Wiemer, San Jose, Ill. The grain door is adapted to rest on the floor of the car and comprises slats or sections, means for holding the slats or sections together, runways for the slats or sections extending up against the under side of the roof, a shaft mounted on the outside of the slats or sections, pinions on the shaft, and stationary racks on the outside of the car door posts where the contents of the car will not clog and with which the pinions mesh.

1,202,225. Car Seal. (See cut.) Harry R. Romberger, Chicago, Ill., assignor to Chicago Car Seal Co., Chicago, Ill. A metal strip has one end formed within a locking head, the other end of the strip being bent over and secured along its edges to the body of the strip to form a casing. The bent over strip is transversely cut across a portion only of its width and has that portion between the strip end and this transverse cut depressed to provide an entrance slot above the depressed portion for the locking head. Means is provided within the casing for lockingly engaging the head.

1,203,889. Car Starter. (See cut.) Jan Maliniak, Perth Amboy, N. J. In a car mover, the combination with a base-plate embracing the head of a rail, vertical lugs formed at the front of base-plate, a lever pivoted between the lugs, corrugations formed with the front end of the lever, a pad adapted to receive the foot of an operator formed with the rear of lever, a bifurcated guiding means receptive of the lever, a spring disposed between the base-plate and the lever whereby the latter is held in a normally operative position and a roller mounted at the rear of the base-plate, adapted to rest upon the rail.

1,202,174. Seed Tester. (See cut.) Siegwart A. Floren, Bismarck, N. D., assignor to Caruguss Mfg. Co., Bismarck, N. D. A square container with one face open has recesses in its sides into which shelves are fitted. Receptacles provided with seed receiving pockets are removably inserted within the container thru the open face and rest on the shelves. A plate secured to the forward face of each receptacle ex-



tends below the bottom of it, beyond the opposite sides of the receptacle and above the receptacle, so that the plate will overlie and contact with a depending flange on the forward edge of a shelf immediately beneath it, and extend within the vertical recesses of the container, contact with the outer walls thereof and overlie and contact with the depending flange of the shelf immediately above it.

1,204,274. Bag Filling Machine. (See cut). John W. Howard, Valley Falls, R. I. The apparatus includes a hopper having a discharge outlet, a nozzle detachably connected with the outlet, the nozzle being provided with a pair of superposed guide-ways, valve plates movable in guideways across the bore of the nozzle, a support carried by the nozzle, a rocker lever pivotally mounted on the support and having a long arm and a short arm, angularly disposed coupling members upon the valve plate disposed at reverse angles to each other and slidably and pivotally connected with the respective long and short arms of the rocker lever, a bell crank actuating lever having a long arm and a short arm, a flexible connection between the long arm of the lever and the long arm of the rocker lever, said connection being at an intermediate point in guided connection with the nozzle, a contractile spring connecting the nozzle with the short arm of the rocker lever adjacent to the pivot thereof, and operating means connected with the short arm of the bell-crank actuating lever for moving the parts in opposition to the spring.

So LONG as we have plenty of land, it is far better policy, not only for the farmer, but for the entire country, to use efficient machinery and grow 1,000 bus. of wheat on 50 acres, than it is for the same man to put the same work on 30 acres and produce only 900 bus. In the former case he gets a yield of twenty bus. and in the latter case he gets a yield of thirty bus. per acre, but with the low yield he actually produced more wheat. Our progress in civilization depends largely upon greater production per man.—O. S. Rayner, Colorado Agricultural College, Fort Collins, Colorado.

Grain Convention at Lyons, France.

Grain dealers in Europe also hold their annual conventions and the one at Lyons, France, Sept. 25, 26, was the most important of those held there annually for 37 years.

All parts of France were represented at the conference, which began on the large avenue just outside the Bourse, and concluded at a large meeting held in the offices of the Stock Exchange. This year's congress was the third held in Lyons during the present war, and its great success was due to the large number of buyers present. Unlike other congresses, no representatives from the neutral nations were present. The discussions, which lasted two days, brot out many important facts concerning crop conditions in various sections of the country.

The idea of holding an annual conference of grain interests originated with the leading commercial publication of Lyons, and it has always attracted attention because of the importance of its deliberations.

Other grain conferences are held in France, notably those at Dijon and Nancy, but because of the early dates at which they take place, these are not so important as the one at Lyons, where samples of the last crop are shown and prices established. It is for this reason that buyers await the annual grain congress here before placing orders.—U. S. Consul J. E. Jones.

Feed Men Making Flour.

Wertz & Shaw, feed dealers at Union, Ill., in the last six years have acquired a large trade on feed and flour, which has been purchased by them from the manufacturers and millers. The flour was shipped under their own private brand, and has made for the firm many customers. But the profit realized from the flour dept was not satisfactory, and for this reason the firm decided to do its own milling.

The installation of a Midget Marvel Mill simplified matters in this respect, and 50 bbls. of flour are now milled each day

from wheat purchased locally. It is claimed that the flour produced is even better in quality than any handled heretofore. The milling is done in a 32x70x40-foot building. A cement basement houses a 35 h. p. steam engine from which power is derived. In their enthusiasm over the venture the firm has thrown its mill and plant open to inspection, and extends an invitation to other grain dealers, contemplating a milling department, to visit Union for suggestions.

WE LIKE the Grain Dealers Journal.—J. W. Stills, agt. A. Waller & Co.



Feed Warehouse Equipped with Midget Marvel Flour Mill at Union, Ill.

8,000 Out of 12,000 Long-System Millers Should Take These Facts to Their Bankers

Long-System Millers, Investors, Bankers and Hundreds of Owners Proving the Sound Basic, Economic Proposition of Quick-Process Community Flour Making with the Complete

American "Midget" MARVEL Self-Contained Flour Mill

It is no secret to thousands of long-system flour millers that the equipment they have, in many cases, is out-of-date, worn-out, unprofitable.

They are hardly making ends meet. They would be glad to put in a more profitable outfit but they have not yet made up their minds to come right out and talk facts with their bankers or look the facts in the face themselves.

Long-System Millers are Waking Up—Changing—Hundreds Now Making From

\$150 to \$1,000 Per Month

There is no secret about this. No mystery. The facts speak for themselves. And any long-system miller who is not making money or as much money as he knows he ought to be making, is costing himself from \$5 to \$25 a day or more by not writing and investigating the splendid proposition which he can find out about by writing us.

We will back you up with a proposition which any miller can take to his banker with confidence enough to say: "Here's what I want, but I will have to throw away my old equipment to get it, and this is worth far more to me than my old, long-system milling machinery."

If you don't believe that, just write and prove it to your own satisfaction

by sending a two-cent stamp to get the complete facts. Or a postal.

This Business Calls You

—Many positions open right now—
and right communities.
—Special Opportunities Open To
Young Men—Write.

We have scores of inquiries from men with money to invest in AMERICAN "Midget" MARVEL Flour Mills, who want to be put in touch with some good miller who can take the management of the business.

Then, too, we have other mill owners who want to employ good young men to operate their mills.

No experience necessary. Write at once and let us offer you these opportunities freely. Here are life-time opportunities worth getting at once. Get yours before someone else gets it in your community or town.

Write Today

All Books, Special Service Investigations, Prices, Easy Payments, Terms, Confidential Plans, Etc., Sent FREE.

FREE



Investigate

30 Days Trial Offer

Book tells about our 30-day free trial offer, prices, easy terms, how our Special Service Department starts and helps you all the time. Someone is sure to get ahead of you in your community if you don't write now.

Anglo-American Mill Co., Inc.
435 Trust Bldg.
Owensboro, Kentucky

Name
Address

Supreme Court Decisions

Consignor May Sue for Loss of Goods.—One who ships goods on consignment is the party in interest, and may sue for damages for negligent delay in delivery.—*Phillips v. Seaboard Air Line Ry.* Supreme Court of North Carolina. 89 S. E. 1057.

Partiality of Arbitrator.—The partiality of the appraiser or arbitrator selected by an insurer invalidated the award, and was a defense against it and its acceptance.—*Fass v. Liverpool, L. & G. Fire Ins. Co.* Supreme Court of South Carolina. 89 S. E. 1040.

Suit against Other than Initial Carrier.—Under Carmack Amendment to the interstate commerce law (section 7, pars. 11, 12) shipper is not limited to suit against initial carrier, but may sue carrier causing loss or injury.—*Central of Georgia Ry. Co. v. Waxelbaum Produce Co.* Court of Appeals of Georgia. 89 S. E. 635.

Unreasonable Limitation of Carrier's Liability.—Clause in B/L terminating liability of carrier unless notice of loss or damage is filed with the agent at delivery point within ten days of receipt of shipment is invalid as unreasonable.—*Phillips v. Seaboard Air Line Ry.* Supreme Court of North Carolina. 89 S. E. 1057.

Liability for Storage Charges.—The consignee, tho responsible for the freight charges, having refused to pay them and receive the goods, is liable to the carrier for reasonable storage charges, till it can properly dispose of the goods for freight and storage charges.—*Norfolk & S. R. Co. v. New Bern Iron Works & Supply Co.* Supreme Court of North Carolina. 90 S. E. 149.

Arbitration.—Arbitration implies the exercise of the judicial function, and an arbitrator ought to be free from prejudice and able to maintain a fair attitude of mind toward the subject of the controversy; and it is contrary to natural right and fundamental principles of the common law for one to be an arbitrator to settle the amount of his own liability.—*Brocklehurst & Pottee Co. v. Marsch.* Supreme Court of Massachusetts. 113 N. E. 646.

Refusal to Pay Draft.—Where the buyers of peaches from produce dealers refused to accept the draft representing the price drawn upon them by the dealers, or accepted it and then refused payment, the defense of failure of consideration because of a breach of warranty was available to them against the bank with which the sellers deposited the draft.—*American Nat. Bank v. Warren.* Supreme Court of New York. 160 N. J. N. Y. Supp. 413.

Breach of Contract to Furnish Vessel.—In an action for breach of contract to furnish a vessel to carry grain, defended on the ground that the plaintiff's assent to defendant's specification that a shipment should be carried by certain vessel, modified the contract, the question whether there had been a modification was for the jury. In such action the defendant, setting up an alleged modification of the original contract, had the burden of proving such modification.—*Furness, Withy & Co. v. Fahey.* Court of Appeals of Maryland. 96 Atl. 620.

Liability for Freight Charges.—Upon shipment of goods thru a carrier to a third party and on delivery to the shipper of the B/L, the consignee is prima facie the owner of the property. Where defendants shipped goods on straight Bs/L, under an agreement with consignees to pay freight at destination, and the consignees accepted the goods and paid the charges demanded, the consignees became liable solely to pay other legal charges, and there was no right of action against the consignors for balance of any legal freight charges.—*King v. Van Slack.* Supreme Court of Michigan. 159 N. W. 157.

Patent on Portable Elevator Invalid.—Patent No. 668,971, for a portable elevator, comprising a frame having an adjustable top portion adapted to be raised and lowered to permit the elevator to pass obstructions, which was equipped with vertical side pieces longitudinally slotted for the reception of bolts for securing the top section at the desired adjustment, held, in view of the prior art, not to show invention; the only addition to the art being the raising of the frame by the use of bolts, which is not a patentable invention.—*Brown Portable Elevator Co. v. Interior Warehouse Co.* U. S. District Court, Oregon. 234 Fed. 649.

B/L Not Necessary.—The Carmack Amendment to the Interstate Commerce Act (Act Cong. Feb. 4, 1887, c. 104, § 20, 24 Stat. 386, as amended by Act. June 29, 1906, c. 3591, § 7, pars. 11, 12, 34 Stat. 595 [U. S. Comp. St. 1913, § 8592]), requiring a carrier receiving an interstate shipment to issue a bill of lading in evidence of such contract and responsibility, does not relieve the carrier from liability on the contract of shipment entered into without a bill of lading, since the enactment was intended to impose on the initial carrier responsibility for the entire carriage of an interstate shipment primarily for the benefit of the shipper.—*Davis v. Norfolk & S. Ry. Co.* Supreme Court of North Carolina. 90 S. E. 123.

Consignor's Right to Recover Stored Commodity.—Where the consignors of cotton to a firm of factors did not participate in an arrangement whereby the firm stored the cotton in a warehouse, taking blanket warehouse receipts which it pledged for loans in accordance with a custom of the vicinity, the consignors (having no knowledge of the custom permitting such blanket receipts) were not bound by estoppel by the pledges for the factors' debts accompanied by neither actual nor symbolical delivery, since estoppel cannot bind those not parties to an arrangement, and who never did anything on the faith of which another has acted.—*Interstate Banking & Trust Co. v. Brown.* U. S. Circuit Court of Appeals. 235 Fed. 32.

Damages for Carrier's Negligent Delay.—In an action for damages from a carrier's negligent delay in transporting a shipment of beans to market, a charge that, if a shipper proves by the greater weight of the evidence an unreasonable delay in delivery of his goods at destination, it is prima facie evidence of negligence which must be overcome by the carrier; and that, while the burden of proving negligence was on the shipper, yet on his proof of unreasonable delay and damage as a proximate result thereof the carrier, unless showing by the greater weight of the evidence that the delay was not caused by any negligence on its part or on connecting lines, would be liable, considered in its entirety, was not prejudicial, as a ruling that mere delay tended to show negligence.—*Van Epps v. Atlantic Coast Line R. Co.* Supreme Court of South Carolina. 89 S. E. 1035.

Damages for Carrier's Delay.—In an action against a railroad for damages caused by its delay in transporting potatoes, the invoice price being shown to be the same as the market price when the potatoes should have arrived, the court's instruction that, if plaintiff could recover, it was entitled to the difference between the invoice price at the time and place of shipment and the market price of potatoes at destination on the date when the potatoes arrived, was proper, as stating in effect the rule that, where there is a delay in transport for which the carrier is liable, the measure of the shipper's damages is the difference between the market value of the property at the time and place at which the delivery should have been made and the same value when delivery was actually made, whether the difference was the result of a decline in the market or an injury suffered by the goods in consequence of the delay.—*Loveland & Hinyan Co. v. Waters.* Supreme Court of Michigan. 159 N. W. 477.

Mixture of Barley in Oats Does Not Warrant Refusal to Pay Draft.

Both parties having failed to comply with their contract, the Arbitration Com'te of the Grain Dealers National Ass'n, composed of D. I. Van Ness, Elmer Hutchinson and E. C. Eikenberry divided the costs between Pendleton Grain Co., of St. Louis, Mo., plaintiff, and McDonald & Co., of New Albany, Ind., defendants, and gave judgment for part of claim.

Defendants accepted a postal card offer of 5,000 bus. oats, adding a clause "if free from barley mixture" and on receipt of wire acceptance wrote again "see that we do not get any barley mixture, as we do not want them;" and plaintiff confirmed by regular printed form specifying No. 3 white oats and making contract subject to rules of St. Louis Merchants Exchange, not mentioning the matter of barley mixture.

Defendants altered the printed confirmation by adding "This grain is to be free from barley mixture." Plaintiff received this altered confirmation at 11:00 a. m., Apr. 1 and immediately notify defendants that cars were being loaded, reiterating that they sold only on St. Louis inspection, and that alteration in confirmation is not in accordance with offer. Defendants refer to initial telegram stipulating that they would take the oats provided they were free from barley mixture. On Apr. 3 previous to the arrival of the grain drafts were presented to defendants, who decline to honor them and they go to protest. This is in direct violation of clause in confirmation of plaintiff, which was accepted by defendants and on this point the Com'te holds that defendants violated the contract in one of its essential conditions.

Oats arrived at New Albany on Apr. 6. On inspection defendants accepted one car and refused the two remaining cars account contents containing mixture of barley. Separate drafts having been drawn, defendants honor the draft on the car which they accepted and offer to take the portion rejected by them at a discount of 1c per bu. This proposition was rejected by plaintiffs, who insist that grain was sold "St. Louis terms" and that No. 3 white oats under rules governing inspection at St. Louis permitted the existence of a mixture of a maximum of 5% of other grains. The oats in dispute were finally shipped to Louisville and sold for account of defendants. Returns show a loss to plaintiffs of \$83.59.

The merit of this case seems to lie with the defendants, plaintiffs having courted trouble in ignoring stipulation of defendants in their telegram initiating the transaction, that the oats must be free from barley mixture. It is true that Rule 4 of Trade Rules of Grain Dealers National Ass'n plainly states that "Upon receipt of said confirmation the parties thereto shall carefully check all specifications named therein, and, upon finding any differences, shall immediately notify the other party to the contract, by wire." However, the Com'te would not hold this necessary in this instance, as defendants had written on date of this purchase a confirmation containing the specific statement that oats must be free from barley mixture, and this confirmation must have been in hands of plaintiff at or about the time of the receipt by said defendants of said plaintiffs' confirmation. Would hold both equally guilty of violation of Rule 4.

It is unfortunate for defendants, however, that they executed an acceptance of the terms of plaintiffs' confirmation including an agreement to settle all differences under the rules and regulations of the St. Louis Merchants Exchange. Clearly a dispute arose, and defendants again violate their contract by refusal to adjust the difference by method to which they had agreed.

The committee holds that the defendants violated their contract in two essentials: Refusal to honor demand draft; refusal to adjust difference in manner prescribed in contract; and, further, that had defend-

ants paid drafts on demand and then in accordance with rules and regulations of St. Louis Merchants Exchange submitted a claim for 1c difference per bu. on account of grain in controversy, there would have been no delay and no resale for account of said defendants with loss of \$83.59 to plaintiff. On the other hand plaintiffs shipped grain containing barley mixture in face of expressed stipulations on part of purchaser that, while oats might be but No. 3 white oats, yet they must contain no mixture of barley. The Com'te would accordingly hold plaintiff liable to defendants in the sum of \$34.17, amount of discount 1c per bu., and hereby order defendants to pay to plaintiffs amount of \$49.42, being the difference between the loss incurred by plaintiff and amount set by defendants as discount due said defendants by reason of plaintiff's failure to ship oats free from barley mixture. And it is further ordered costs of this action be divided equally, one half to be assessed against plaintiffs, the other half against defendants.

Inspection Certificate Final.

Early & Daniel Co., Cincinnati, O., plaintiff, v. Model Mill Co., defendant, before Arbitration Com'te of Grain Dealers National Ass'n. composed of D. L. Van Ness, Elmer Hutchinson and B. C. Eikenberry.

In this case the Early & Daniel Co. asks judgment against Model Mill Co. in the sum of \$880.44, the loss to complainant because of refusal of defendant to accept three cars of wheat. On Aug. 25, 1915, the plaintiff sold to defendants 10,000 bus. No. 2 red wheat at \$1.07 per bu. f. o. b. Cincinnati, 10 da. shipment, Cincinnati weights and inspection. For reasons not fully explained and probably not pertinent to the controversy, defendant agreed on Sept. 3 to accept on this contract four cars of No. 3 red wheat at a discount of 3c per bu. Three cars of this wheat were accepted and unloaded, but the fourth car, C. P. 120316, was refused by plaintiff, which alleges that it was hot, musty, sprouting and altogether unfit for milling. Subsequently on Sept. 3 plaintiff sold to defendant on a new and separate contract three cars No. 3 red wheat at \$1.04 per bu. f. o. b. Cincinnati, instant shipment, Cincinnati inspection, outturn weights. On arrival of these cars at Johnson City defendant rejected two of them, No. 44972 and No. 38723, for reasons similar to those advanced in rejection of car No. 120316, and demand of plaintiff that they ship to replace with wheat according to contract. Plaintiff, having furnished with each of the shipments in question official certificates of inspection issued by the Grain and Hay Inspection Bureau of the Cincinnati Chamber of Commerce certifying to a grade of No. 3 red wheat when shipped from Cincinnati, claims to have fulfilled its contract and refuses to make tenders of grain to replace.

A long controversy ensues, during which defendant unsuccessfully endeavors to procure a personal inspection by a member of plaintiff company, which stands firmly on its rights and insists on the acceptance of the grain on contract. Defendant persistently refuses to accept, and finally Sept. 30 plaintiff asks defendant to instruct its bank to return Bs/L that said plaintiff might proceed to sell wheat for account of defendant, thus arriving at loss with which they may be chargeable. After further unsuccessful attempts at settlement, Bs/L were on or about Oct. 13 ordered returned to plaintiff, which then forwarded the three cars wheat to Newport News, where they resold at \$1.14 per bu., showing a loss of \$880.44 compared with original net sale price and based on Newport News weights.

While the 1915 wheat crop worked many wrongs and brought in its train heavy losses, yet the Com'te cannot take into consideration the abnormal conditions of the season that resulted in countless complications similar to that involved herein. This Com'te can in no wise constitute itself a board of re-inspection, nor presume critically to scrutinize the official grades given to grain in any market having an accredited department of grain inspection. This contract, it is agreed, was made on Cincinnati terms, and as such, Cincinnati inspection can only be held to be final, defendant tacitly agreeing by the terms of the purchase to assume the hazard of grain deteriorating while in transit, which is, of course, a greater hazard on No. 3 than on No. 2 wheat.

Plaintiff fulfilled the terms of its contract when it shipped defendant wheat of grade specified in contract and attested by regular inspection certificates. We find that plaintiff moved this wheat forward to Newport News as soon as defendant complied with expressed demands that de-

fendant make final rejection of the grain, such rejection to be evidenced by the return of the Bs/L covering the shipments in question.

We hereby sustain the plea of plaintiff and order defendant to pay to plaintiff \$880.44, and it is further ordered that costs of this arbitration be assessed against defendants.

Crop Improvement.

THE BETTER COMMUNITY ASS'N of Illinois will hold a meeting at the Art Institute, Chicago, Dec. 6.

WM. H. BLOOMER, of St. Louis, pres. of the Federation of Missouri Commercial Clubs, is pushing the plan to put out field workers to organize local commercial clubs over the state for the employment of farm advisers, to promote seed testing and good roads.

THE FOLLOWING GRAIN FIRMS have recently subscribed for the service of the Crop Improvement Com'te to keep farmers in chosen localities informed and to promote better farming by regular distribution of the Com'te's literature: St. Anthony & Dakota Elevator Co., Minneapolis, Minn., and McCabe Bros. Co., Duluth, Minn. The Atlas Elevator Co., of Minneapolis, Minn., alone subscribed for 80 of its best farmers, while the Square Deal Elevator Co., of Cecil, O., and the H. A. Hillmer Co., of Freeport, Ill., already have had their farmer friends placed on the Com'te's mailing list.

THE CROP IMPROVEMENT COM'TE of the Council of Exchanges has just started a campaign to have one day of the farmers institutes and short courses devoted to a special grain program laid out by the Com'te, and has already been assured of the cordial co-operation of the State Agricultural Colleges of Kansas, Ohio, North Dakota, Indiana, Minnesota, Michigan, Iowa, Illinois, Missouri, Nebraska and Wisconsin, the latter thru F. L. Luther indorsing the idea, saying "The old institute was made up of a number of disrelated talks. I am now running a number of special institutes on one subject and getting somewhere." In Kansas alone this means that at 400 institutes at least one day will be devoted to more and better grain. It is gratifying to the Com'te that authorities which several years ago evinced no interest in its work now warmly welcome and act upon its suggestions.

WITH NO LESS an authority than Jas. A. Patten declaring he expects to see wheat 50 to 75 cents higher the grain dealer has every inducement to urge farmers to join in crop improvement, which means more bushels and much more money. With the grain dealer at the wheel there should be concerted action in every community to arrange and carry out a crop improvement program on somewhat the following lines: First ask every farmer who comes to bring a sample of wheat, oats and barley which he intends to sow next spring, for comparison with like samples brought by his neighbors. A blank should be filled out by each farmer covering the following points: Name of variety? Number of bushels per acre? How long grown by farmer? Where he got it originally? Mixtures with other varieties? How seed bed was prepared? When grain was seeded? How soil was treated? What was on the field the year before? What's to be on the same field next year? Whether grain lodged? Whether attacked by rust? Date of harvest? Whether grain was stacked, etc.

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The book contains 100 double pages. Atlas linen ledger paper is used. A 16-page ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price \$2.75.

Grain Dealers Journal

315 So. La Salle St. CHICAGO, ILL.

Supply Trade

BUFFALO, N. Y.—The Iroquois Bag Co., which recently sustained damage by fire, has received a building permit for a two-story brick addition to its factory.

MILWAUKEE, WIS.—The International Grain Drier & Mill Equipment Co. has registered the word "International" as a trade-mark, No. 98,178, for grain driers.

NEW HOLSTEIN, WIS.—Lauson Engines have just been installed in the plants of the Milwaukee Elevator Co., Ashippen, Wis., and Herman Zeitler, Prairie du Sac, Wis.

BLOOMINGTON, ILL.—The Portable Elevator Mfg. Co. will sell its line direct to dealers in the eastern half of Iowa, instead of thru the Rock Island Plow Co., as formerly.

ADVERTISING, propelled by sane and dynamic thought, is the greatest force in the world today. But the man who hasn't time to think is wasting ink.—G. W. Robnett.

ST. LOUIS, MO.—H. L. Chase, sec'y of the Chase Bag Co., died on Nov. 6 after a short illness. Mr. Chase opened the St. Louis branch of the company in 1889, and was the active manager of the plant up to the time of his death.

CHICAGO, ILL.—W. H. Salisbury & Co. report the following complete installations of R. F. & C. Solid Woven "Non-Separable Ply" rubber belting: St. Albans Grain Co., elevator at St. Albans, Vt., and the Texas & Pacific Ry. elevator at San Francisco—a coast to coast installation.

CHICAGO, ILL.—Link-Belt Co. has just issued very attractive pamphlets on the installation of its labor and power saving products in the Victor plants at Camden, N. J., and for the W. B. Grundy Co., Bristol, Pa. Either or both of these pamphlets will be sent to Journal readers upon request.

WICHITA, KAN.—The death of S. L. Haden, mgr. of the Western Construction Co., occurred Oct. 2, at his home in this city, as the result of injuries received ten weeks ago in a motor car accident. The funeral was held October 4. He is survived by his wife, two children, a brother and three sisters.

ADVERTISING is just as essential in modern business as is the factory in which the product is turned out. If you are building a product of real merit and worth, it is obvious that you should inform the public of that fact and thus build up a market for your product. The man who does something worth while to sell and does not advertise that fact is hiding his light under the proverbial bushel and nine times out of ten he gets nowhere.—John N. Willys.

THE GRAIN DEALERS JOURNAL has become a permanent fixture in this office. We cannot do without it.—C. A. Downing, agt., Chickasha Milling Co., Gracemont, Okla.

MRS. JOHN W. GATES got judgment in her favor in the Supreme Court at New York, Oct. 26, in the suit brot by Robert Thorburn as assignee of Charles Waite to recover \$2,300,000 alleged damages growing out of a partnership between Gates and Waite in a corn deal on the Chicago Board of Trade several years ago.

Non-chokable Boots

The Mutual Fire Prevention Buro, which makes a special study of the fire hazards of the grain elevator, and how to eliminate them, has recently issued a circular on the non-chokable elevator boot, which will be of direct interest to every elevator owner and operator who desires to prevent the burning of his plant.

Fire hazard experts have long credited the wooden leg not only with starting many fires, but also with affording ready communication for the flames from the boot to the head. If the fire starts in the head, fire brands are quickly dropped to the boot, and if it starts in the boot the strong draft up the leg soon carries the flames to the head, so it is but natural that fire hazards experts should recommend every means which will tend to prevent choke-ups in the leg, which are always followed by slipping and broken belts, hot boxes and smoldering fires.

The Fire Prevention Buro, in discussing the elevator boot, says:

The non-chokable elevator boot is built standard except that on the front or feed side it has an extension to provide for the necessary increased depth of the front leg, and contains a barrier. This barrier is in lieu of a feed gate. No other feed gate is necessary.

The lower section of the front leg is about twice as deep as the balance of the leg and may contain baffles or louvers over which the excess grain is spilled and the extra depth of this section of the up-leg, about 6 feet above the boot, serves as a spout to feed the excess grain back directly to the cups, the pressure of this return grain on top of the main stream of grain, prevents grain being drawn from the main stream until such time as needed to fill the cups. This is shown in Fig. 2. The elevator must always be fed from the front.

The size of the grain inlet should be full size of spout; the barrier is ALL important. This barrier is placed in the position as shown in the cut, the bottom of barrier being about in center of feed spout.

The buckets Nos. 3, 4, 5 and 6 are full of grain and also the space between them is full. As they come up to positions 7 and 8, the grain flows out from between the buckets and from the top until the bucket is just full, the surplus grain going back down to the boot on the outside of the barrier. The barrier causes this condition to maintain at all times, the buckets going up full and the surplus grain carried up between the buckets running off on the outside of the barrier and back down, so that it makes no difference how large the inlet, this grain on the outside of the baffle board will always work down first and an equilibrium be maintained. That is, the grain will not run down the inlet spout any faster than the buckets can carry it up.

This enlarged up-leg is carried from the

boot to the first floor ordinarily as shown in Fig. 1.

We know of but one non-chokable boot being manufactured at the present time. This boot is manufactured by the Hall Distributor Co., of Omaha, Nebr. Elevator boots and legs, constructed as described and according to Mr. Hall's plans, positively will not choke from overfeeding, no matter what change in grain may occur. We recommend this boot and any good distributor at the head that will automatically relieve the head when bins are filled up or the discharge choked from any cause. We also recommend a friction shaft ratchet to prevent elevator running back and choking.

A standard elevator boot, either wood or metal, must be fitted with adjustable boxes or take-ups, gates in both ends and hand holes in the sides to facilitate cleaning. Grain elevator boots must be equipped with self-oiling, self-adjusting, dustproof bearings.

Fig. 1 illustrates a standard elevator boot pit which should insure dryness, cleanliness and accessibility to the elevator boot. This pit can either be entered by an iron stairway or an iron ladder. The dimensions are dependent upon the house and size of elevator legs, but should always be large enough so that it is easily cleaned and is easy for the operator to get all around the elevator boots.

A HEARING on how the Corn Products Refining Co. should be dissolved was held Nov. 1 in the United States District Court at New York. The government asks that the company be divided into four or five units, details to be left to the federal trade commission.

ELEVATOR OPERATORS who are troubled by decay or rusting of the water barrels used for fire protection will find the big stoneware jars made by some sewer pipe works a permanent cure, as the burned clay is imperishable. If well glazed the clay is impervious to water, and a few manufacturers catering to the acid works vitrify the walls of the vessels clear thru. These jars are made large enough to hold a barrel of water.

TORNADO INSURANCE policies have a clause that the insurer shall not be liable for damage to the building or its contents unless it was entirely inclosed and under roof. This clause was no protection to the company in a case where the agent issued the policy with knowledge that the building was not yet inclosed. The Supreme Court of North Carolina so held Oct. 4, 1916, in the suit by Johnson & Stroud against the Rhode Island Ins. Co., which had written two policies of \$2,000 each at a premium of \$4 each for one year on a tobacco warehouse which was partially destroyed.

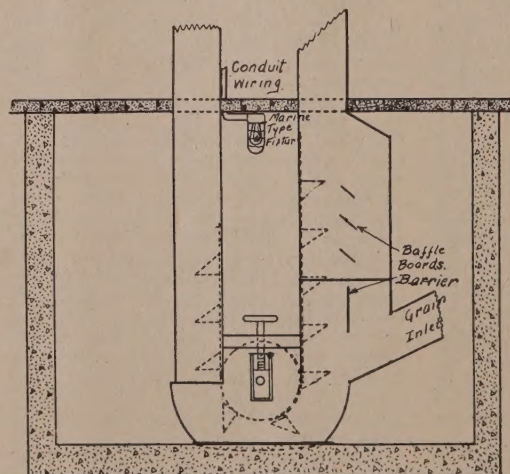


FIG 1

Standard Elevator Boot Pit.

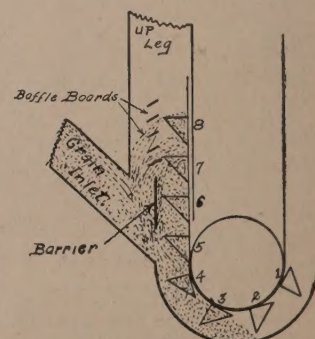


FIG. 2.

Baffle Boards and Barrier of Non-chokable Boot.

The GRAIN DEALERS JOURNAL.

Insurance Notes.

CONVICTION in 12 out of 15 arson cases has been obtained by the new fire prevention commissioner of Tennessee, Chas. W. Schuyler.

A SECOND ISSUE of "Electrical Data" containing a list of fires and accidents due to electricity has been published by the Underwriters Laboratories Chicago.

CLARENCE F. ALEXANDER, for many years with the Ohio Millers Mutual Fire Ins. Co., Canton, O., dropped dead Oct. 24 in the dressing room of the Congress Lake Club.

A. L. McCRAE has been appointed sole agent for Cook County for the Central States Interinsurers Exchange of St. Louis for surplus lines on grain in the Chicago elevators.

MAIL ORDER methods of getting insurance on their elevators may appeal strongly to managers of some elevators who do not wish to have insurance inspectors nosing about their plants. They do not wish to have their careless practices exposed.

TO PREVENT DUST from accumulating on the window sill of the elevator it is suggested that the screens protecting the windows from sparks and hail be extended down not closer than 4 inches above the sill. Wind then will sweep the sill clear of dust.

FOR COMPLETE PROTECTION against fire when covering the walls of the elevator with iron the metal should be applied on the window sills and casings as well, as the window affords a convenient resting place for grain dust and locomotive engine sparks.

ALFALFA FEED should be kept dry, and if unavoidably wet should be placed where fire starting could do no harm or be put out at once, as it has been proved that this feed will ignite spontaneously. In a recent case a carload of alfalfa meal mixed with molasses got wet and the resulting fire caused considerable loss.

SUIT BROT against the Kansas City Southern Railroad Co., on account of the burning of the Phoenix Elevator at Kansas City, operated by the American Alfalfa Mfg. Co., in February, 1913, in which it was charged that sparks from locomotives on tracks 135 ft. away caused the fire, was decided in favor of the railroad company, which testified that sparks could not travel 135 ft. on a February day and keep their fire.

WATER STARTED a fire in a power plant at Bee, Neb., by leaking thru the roof of the coal shed and moistening the pile of coal within sufficiently to cause it to ignite spontaneously. Many coal sheds built as was this one, with a small door part way down the roof will show a similar leak, as the rain will run down part of the roof until it reaches the crack above the door and then pour thru. The remedy is to make the door the full length of the roof so that the rain will run down the eaves.

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Mill Owners Mutual Fire Insurance Co.,
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The Millers Mutual Fire Insurance Co.,
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Texas Millers Mutual Fire Insurance Co.,
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Michigan Millers Mutual Fire Insurance Co.,
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Stoves

There were too many fires chargeable to defective flues and stoves last year. We have harped on this subject all year, and we do hope our work has had good effect. Stove fires are preventable. Let's go through this winter without one. Do your own firing. If every Tom, Dick and Harry in the neighborhood has a hand in it, trouble is sure to result.

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INCORPORATED 1877

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